

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
OVERCAST.
Barometer 29.70

July 17, 1914. Temperature 5 a.m. 78, 2 p.m. 79.
Humidity 92 94

July 17, 1913. Temperature 6 a.m. 81 p.m. 86
Humidity 89 89

FRIDAY, JULY 17, 1914.

五拜禮 號七拾月七年癸

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TELEGRAMS.

MEXICAN AFFAIRS.

THE PRESIDENTIAL CHANGE.

[Reuter's Service To "The Telegraph."]

London, Received July 16.

Reuter's correspondent at Mexico City says President Huerta's retirement was of a speedy and quiet nature.

Congress accepted the resignation by 121 votes to 17, and Señor Carbajal then took the oath and proceeded to the Palace, where he received an ovation.

The ex-President read a farewell message to Congress and then entrusted for Puerto Mexico, to which place H.M.S. Bristol and the German cruiser Dresden sailed hastily from Vera Cruz.

A special committee has left for Celaya to arrange for the Constitutional's peaceful entry into the capital.

Reuter's Washington correspondent says the resignation is the first practical step to a quick solution of the trouble in Mexico, and may pave the way for the entry of General Carranza.

American Policy.

London, Received July 17.

Reuter's Washington correspondent states that President Wilson continues his watchful, waiting policy. He believes that other nations will decline to recognise the Carbajal or any other Government until the United States attitude has been indicated.

President Wilson has informed General Carranza that if he arrives at an agreement with Señor Carbajal for a transfer of power, the resulting Administration will be recognised in accordance with the terms of the Niagara Protocol.

HOME NEWS.

Chained to a City Statue.

"Your conduct is so extraordinary that I shall remand you for a week for the report of the prison doctor as to your state of mind."

With this remark Sir Thomas Crosby—who is himself a medical man—to-day at the Mansion House checked the outburst of Isabella Alexander, a well-dressed woman of 42, who was charged with disorderly conduct by chaining herself to the Wellington statue, outside the Royal Exchange, on June 17.

Glasgow Docks Ablaze.

The most disastrous fire in the history of Glasgow wrought havoc among the shipping in that port, on June 18. Warehouses and dwellings were threatened.

According to latest accounts, says the *Globe*, the united efforts of the fire brigades have not succeeded in suppressing it, and ships in port are burning with little hope of saving.

It is stated that the fire was occasioned by a man emptying some hot ashes into the water, some of which fell on the wood-work of a vessel, which then became ignited. The flames spread to creosote barrels close by, and in a brief space of time the vessel and sheds were a mass of flames, which raged with great ferocity.

Seven ships, including two lighters, were in dock, and four became involved.

One captain had to dive into the water, and was picked up by a lifeboat, which afterwards caught fire, but the flames were extinguished. The conflagration spread remarkably, and some dwelling houses in the vicinity were imperilled.

The whole dock shed, measuring 100ft, soon collapsed. The

TELEGRAMS.

MARINE ENGINEERS.

STRIKE THREAT.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

The Strike Executive has decided to withdraw the engineers from every ship affected by the dispute reported on June 17. [The following telegram was received on June 17.—A general strike of marine engineers on tramp steamers began at English ports yesterday, the men demanding an increase in wages. They ask for an increase of 40/- per month for senior and 30/- per month for junior engineers. It is feared that the strike will develop into a complete stoppage of all cargo shipping, and it is expected that 700 ships will be laid up to-day, involving cessation of work in the Welsh and other coalfields.]

EMPLOYMENT OF TROOPS.

COMMITTEE TO REPORT.

London, Received July 17.

Mr. Illingworth is to move in the House of Commons for the appointment of a Select Committee to report on the circumstances under which troops may be employed in civil disturbances or threatened disturbances.

A BYE-ELECTION.

UNOPPOSED RETURN.

London, Received July 17.

Mr. Leverton Harris (Unionist) has been returned unopposed for East Worcester, the seat formerly occupied by Mr. Austen Chamberlain.

fire raged furiously, and exciting scenes were witnessed.

Two ships which were lying at the quayside caught fire, and had to be towed out into the river, though both were burned to the water's edge.

By two o'clock the quay walls for a distance of 400 yards and the new sheds had collapsed, and, together with several cranes, fallen into the dock.

The damage is estimated at £130,000, £80,000 of which is to buildings and property, the remainder being to cargoes.

Two hundred barrels of seal oil were thrown into the dock.

Gun Running in Ireland.

Telegraphing from Tallamore on June 17, an Exchange Telegraph correspondent says information has reached the police authorities that large quantities of rifles and ammunition have been landed on the Connemara coast for the National Volunteers.

Mysterious vessels have been sighted off the coast for the past week, but the coastguards were unable to get any answer to their signals. Torpedo-boats have been ordered to patrol the coast. It is stated that the rifles are of the latest American Army pattern.

New Radical Peers.

"This Government's lease of life is drawing to an end," says the *Citizen*—the official organ of the Labour Party—and there will be many more opportunities for making fresh members of the House of Lords.

"Some right Liberal members are becoming frightened that they will be left out in the cold when the time comes for the Ministry to resign. Five of them, at any rate, will be satisfied within the next week or so. I am told definitely that one Liberal M.P. will begin on account of the fact that he is the possessor of a safe seat which is required for Mr. Masterman."

TELEGRAMS.

HEAVYWEIGHT BOXING.

SMITH DISQUALIFIED.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

There was an attendance of 13,000 at Olympia to witness the fight between Georges Carpentier and "Gunboat" Smith for the Heavyweight White Championship of the World.

Smith was disqualified in the sixth round on a foul.

Except in the first round, Carpentier had the best of the fighting. In the fourth round he floored his opponent with a vicious right, Smith being down for nine seconds.

Carpentier further punished his man in the fifth round, while in the sixth he just failed to reach Smith, overbalanced and fell to his knees. Smith rushed in and delivered a terrific blow on the back of his opponent's neck, and Carpentier rose with difficulty and had to be assisted to his corner.

Smith was vigorously booed by the crowd.

CHINESE & DUTCH.

APPEAL TO PEKING.

London, Received July 16.

Reuter's correspondent at Batavia says the Chinese have appealed to Peking by telegraph asking that effectual measures be taken to prevent the shooting of gamblers, and the invasion of the colony by the Dutch police.

Dorchester House.

Sir George Holford, who is retiring from the 1st Life Guards after more than thirty years' Army service, has on more than one occasion been of service to the Royal Family as owner of Dorchester House. It was in that palatial mansion in Park-lane that the Shahzadah—a son of Amser Abdur Rahman—was housed during his semi-diplomatic mission to England a good many years ago. According to all accounts, the tenancy played sad havoc both with the structure and furniture of Dorchester House. What a contrast to another and later tenancy—that of the decorous Mr. Whitelaw Reid, who occupied it while he was American Ambassador. He was, needless to say, a man of great private wealth. Otherwise it would have been impossible for him to pay the rent demanded by Col. Holford, which, according to a good authority, was fully twenty-five per cent. more than his modest salary as Ambassador—*Globe*.

Allen of Many Parts.

At a meeting of the Alien Immigration Board on June 10, of fourteen applicants for permission either to settle or pass over to America, only eight passed the necessary examination.

One of the lucky ones, who came from Russia, claimed to be a "play-dotor," and said that he was also a compositor. He was vouched for by a cousin who carries on business as a farrier, and work was promised him in a tailor's shop.

Death of Major J. A. Benyon.

Major J. A. Benyon, Assistant Agent-General in London for the Province of Quebec, died on June 6 at his residence in Ennismore-gardens, S.W., in his 45th year. Major Benyon, who was out of doors the day before, and then appeared to be in his usual state of

TELEGRAMS.

BULGARIAN LOAN.

VEHEMENTLY DENOUNCED.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

Reuter's correspondent at Sofia states that the Sobranje has discussed the 5 Per Cent. Loan of £20,000,000 which a German syndicate has secured at a price of 84, with industrial concessions, after laborious negotiations.

The debate was uproarious. The Opposition and the Socialists vehemently opposed the Loan as dishonourable and fatal to the country, whose resources were being squandered without any return.

They declared that the signature of the contract was a crime against Bulgaria's dignity and credit.

The President finally declared the Bill passed, and closed the sitting.

health, passed away very suddenly from heart failure.

He was educated at Harrow, and joined the artillery branch of the Canadian Military Service, graduating with honours in the artillery course. When Strathcona's Horse was raised at the time of the South African War he was appointed to it, and served through the campaign, receiving the medal, with three clasps, and being mentioned in dispatches.

In 1902 he accompanied the Canadian Coronation contingent to England as their adjutant.

Three years ago, when the Province of Quebec decided to open an office in London, Major Benyon was appointed Assistant Agent-General, and had acted in that capacity ever since. He was connected by marriage with the Old French-Canadian families of Quebec, and through his mother with the well-known shipping family of Allan, who control the Allan Line.

LADIES' TENNIS.

How to Acquire Correct Style.

I am often asked why ladies find it hard to improve at lawn tennis, and I think usually it is because they do not know how to make their strokes properly. The most important thing in tennis for a beginner, or indeed for any lady player, is correct style. Certainly, good style is to be desired in everyone, man or woman, but a man is so much stronger than he is corresponding, more fitted to play strokes with mere force if he so desires. As a general rule, women have not the muscular strength of arm or wrist for any unnatural action, and the best weapons at their command are swing, timing, and touch. Thus their aim should be to obtain the maximum of effect with the minimum of effort, and if the strokes are played in the correct way, very little effort is really required. Unnatural actions lead not only to the worst results as far as tennis is concerned, but also to damage instead of benefits to health and physique.

The foundation of a good style is a correct grip, and this should be one that is comfortable to the player, and one from which it is easy to play the ball at practically any height. The "Colonial" grip is greatly at fault in this latter respect, as some strokes become absolutely impossible when the racket is held in this way. It also produces a very awkward and ungraceful action, not at all suitable for women.

TELEGRAMS.

THE TURKISH ARMY.

HOPES FOR THE BETTER.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

Constantinople states that in the Chamber, the Minister of War said he hoped that the Army, though smaller, would be able to efface the black days of the past. The Government has applied to the Chamber for a credit of £5,000,000 for military armaments.

THE MENDOZA.

STEAMER ABANDONED.

London, Received July 17.

The steamer Mendoza, which went ashore near Punta Mogotes on the 11th inst., has been abandoned.

Correct Grips.

The simplest grip for the forehand stroke can be obtained as follows:—Hold the racket straight out with its face perpendicular, and then grasp it so that the "V" between the thumb and first finger comes on the left or front edge of the straight piece down the side of the handle. Close the fingers round the handle naturally, slanting slightly upwards, and the little finger will be half or three-quarters of an inch above the leather at the end. With this grip it is possible—and easy—to serve overhead or underhand, and to take any forehand stroke with the ball at any height, whether volleyed or off the ground. For the backhand the grip must be changed. The hand should be turned to the left until the whole of the back of it is showing flat on that straight side-piece where the "V" was before. The thumb should be placed straight up the front of the racket, as it gives added power and control.

The correct positions of the feet are too well-known to need recapitulation here. I have laid stress on these particular grips only because I consider them the easiest ones with which to produce all kinds of strokes in good style.

Variety of Stroke.

The phrase "all kinds of strokes" might, I think, be repeated with emphasis, because lack of variety is the chief fault in ladies' tennis of to-day. There must be thousands of women playing tennis who possess really only one stroke—the forehand drive across the court. Just think how their game would be improved if they possessed all the other strokes! And as a rule this is a self-imposed limit, incurred simply by lack of trying. They like their own stroke and they are perfectly content to have a useless backhand, or to say, "Oh, I can't volley."

Very often, I admit, they cannot volley or play a backhand in the way they attempt to do so—it is a physical impossibility. But they give it up at once, without trying other methods, or attempting to find out the correct way. It is a recognised fact that ladies are beginning to realise the necessity for volleying, but the number of good volleyers is still far too small. Playing at the net adds so much to one's pleasure and interest in the game that if a few hints on how to volley will help any woman out of the stagnation of the baseline, I shall feel that this article has not been written in vain.

How to Volley.

First of all, the methods of baseline strokes, and those of volleying are totally dissimilar.

TELEGRAMS.

BISLEY.

FURTHER RESULTS.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

At Bisley, the Ashburton Shield (seven shots at 200 and 500 yards) was won by Sadhergh with a score of 490.

The Spencer Cup (seven shots at 500 yards) was won by Baker, of Sherborne.

Australia won the Mackinnon Cup (10 shots at 800, 900 and 1,000 yards) with a score of 1,531.

Last year Repton won the Ashburton Shield with a score of 504, while R.G. Sillars won the Spencer Cup.

Last year Australia won the Mackinnon Cup, Scotland being second and England third.

The grip is the same, or rather the manner of holding the racket is the same, but the action is absolutely different. For ground-strokes the wrist should be flexible and loose, and the racket allowed to swing freely both before and after the actual stroke. For volleying the wrist should be tense, the racket gripped more tightly, the lower part of the back of the hand pressed down as it were on the handle, with an action that causes the head of the racket to tilt in the air. Then, except for overhead "smashes," there should be practically no back-swing, and not very much follow-through. The racket is almost still—held tight and stiff in the right place and at the correct angle for the stroke required. The wrist, in good volleying, is turned slightly as the shot is played, but there is no "swing."

Learning to volley and to make different strokes will help greatly to counteract the fright and apathy that I have mentioned before. These two apparently contradictory characteristics seem to occupy too much space in the average lady tennis-player's brain. I say apparently contradictory because in reality they are firm allies, working towards the same end of mental laziness and timidity. Most women are so dreadfully afraid of losing a point, or of losing a practice match perhaps through trying a new stroke or two—and this leads to the pathetic way in which they go on with their one stroke and their same ideas year after year, instead of learning various strokes and trying the effect of a change of tactics.

In conclusion, and by way of "rubbing in" my "lecture," I should like to quote the words of a famous authority on the game:—"Never forget that tennis is played 10 per cent. with the racket, 40 per cent. with the feet and 50 per cent. with the head."

—Mrs. Larcombe in the *Globe*.

Changes in Journalism.

Mr. T. P. O'Connor, M.P., has severed his connection with *T.P.'s Weekly* and is about to start a new weekly paper, which will be another reincarnation of "T.P." It will be started in October. The *Globe*, under the title of Business Newspapers, Limited, has been registered at Somerset House with a capital of £40,000 in 40,000 one-pound shares and 1,000 shilling shares. The names of the proprietors are not yet disclosed. The *World* has been acquired by Mr. de Wend-Fenton.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Latest results at Bisley are given to-day.

President Huerta has quietly and speedily retired.

The steamer Mendoza, recently reported ashore, has been abandoned.

Mr. Leverton Harris (Unionist) has been returned unopposed for East Worcester.

The Turkish Government has asked the Chamber for a credit of five millions sterling for military armaments.

The strike executive has decided to withdraw the engineers from every ship affected in the tramp steamer dispute.

A Select Committee is to report on circumstances under which troops may be employed in civil disturbances.

The Bulgarian Parliament has passed a Loan of £20,000,000 from a German Syndicate, after vehement opposition.

Chinese in Batavia have telegraphed to Peking asking measures to be taken to prevent shooting of gamblers.

President Wilson does not believe that other nations will recognise the Carbajal or any other Government till America's attitude is indicated.

In the Heavyweight White Championship of the World, "Gunboat" Smith was disqualified on a foul when fighting Carpentier.

NEWS.

The annual meeting of the V. R. C. is reported in this issue.

"Our Contemporaries" appears on page 2, and commercial news on page 9.

General news and an article dealing with graft in America will be found on page 3.

Antoine Fournier gave a splendid exhibition of strength at the Victoria Theatre last night.

The report of the Board of Directors of the Shanghai Dock and Engineering Co., Ltd. appears in to-day's issue.

The Dodwell steamer St. Patrick is on the way to Hongkong with her bows stove in, having been in collision.

The Bandmann Opera Company's performance of "The Marriage Market" is cancelled owing to delay in the arrival of the a.s. Assaye.

Revenue Officer Langley was fined \$20 to-day and had his coxswain's certificate suspended for three months for failing to observe the rule of the road.

DON'T FORGET!

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

Third Gymkhana Meeting.
Sale of portion of tailor's stock in trade—G.P. Lammett's Sales Rooms—11 a.m.

Wednesday July 23.
Meeting of Metal Importers at Secretary's Office, H.K. Chamber of Commerce.

Thursday July 23.
General Meeting: Associação Portuguesa de Socorros Mutuos.

Monday July 27.
Meeting H.K. Central Estates Ltd.—noon.

Tuesday July 28.
Lady May "at home." Mountain Lodge.

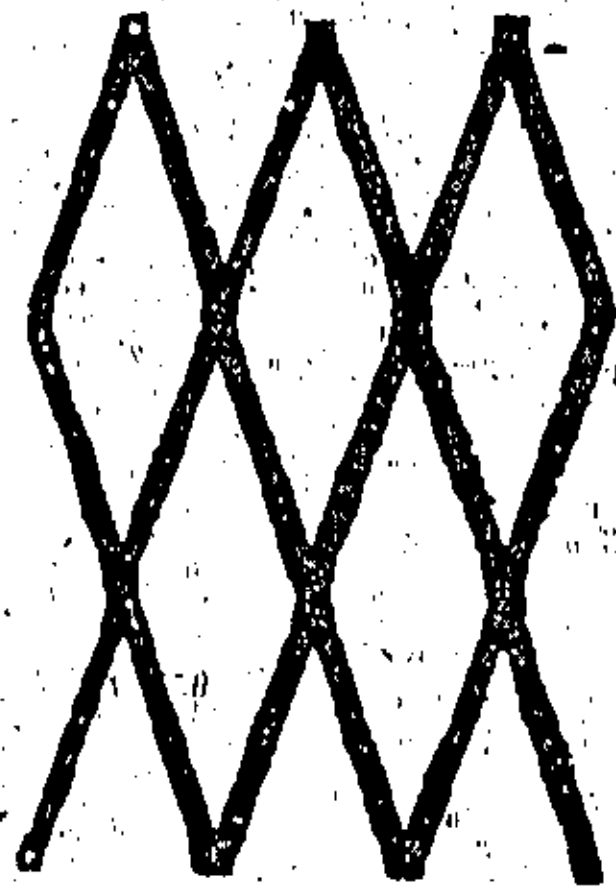
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Hongkong, June 11th, 1913.

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In Bags of 250 lbs. net.

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General Managers.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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MERCHANTS

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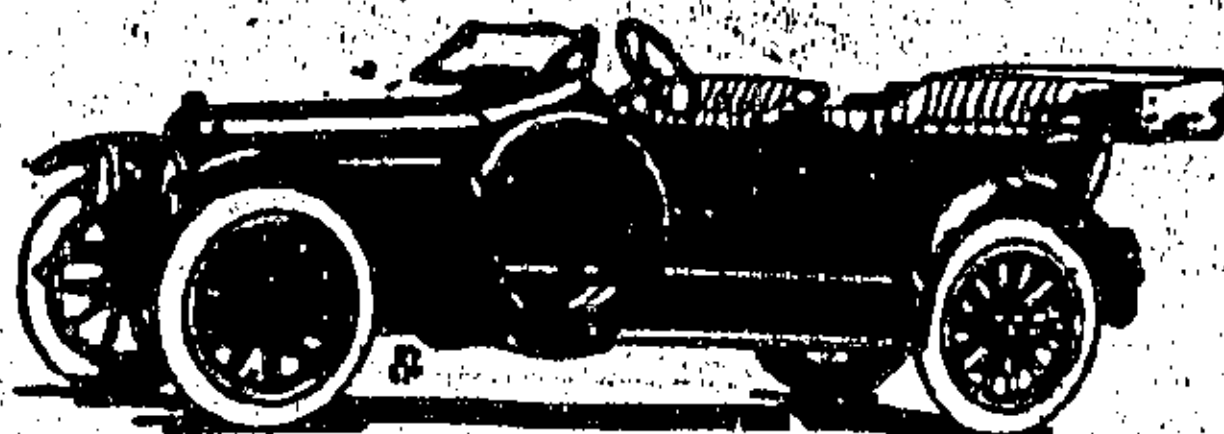
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HOTELS.

THE HONGKONG HOTEL AND GRILL ROOM.

Hongkong, July 14, 1914.

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Manager.

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and Table d'Hôte, Afternoon Teas, Ices, Milk, and Cold
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PRAYA GRANDE, MACAO.

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Baths, electric light and fans. Private and Public Bar and
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The Peak.

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For Terms apply to the

MANAGER.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

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THE HEXA CRUDE OIL MOTOR, SMALL, COMPACT
AND VERY SIMPLE TO OPERATE. NO TRAINED ENGINEER
NECESSARY. ECONOMY IN THE OPERATION OF THIS
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OUR
CONTEMPORARIES.

Daily Press.

The Chinese Merchant.

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merchants in Hongkong had a
better reputation for business
honesty than the metal merchants.
But in recent years, and
especially since the Revolution,
that reputation has suffered
to such an extent as to need the
regulation of the trade by such
means as the meeting to which we
have referred has been convened
to consider. As the old men
whose word was as good as
their bond pass off the stage
their places are taken by younger
men who are found in too many
cases to have conceptions of com-
mercial morality which are fast
undermining the fair fame and
enviable repute of the Chinese
merchant class. They show little
hesitation about evading con-
tracts if the market rates are not
in their favour when the goods
arrive. A little rust on a cargo
of iron is frequently an excuse for
making a demand for compensa-
tion to an extent which not only
robs the foreign merchant of his
profit but multiplies him in consid-
erable loss into the bargain.

China Mail.

Hongkong's Sanitary Affairs.

The Sanitary authorities will
require to be more thorough in
their methods of inspecting such
alleyways, as it is clear that the
conditions complained of would
not have been so obvious had
there been adequate inspection.
If such inspection is made, and
the owners of the buildings
alluded to given the necessary
warning of their position regard-
ing the abuse, we feel sure that
very soon there would be little
cause for complaining of the
condition of alleyways. The
matter brought forward by the
Hon. Mr. Hewitt also amounts to
a serious defect in which possibly
blame attaches to many quarters.
It is, unquestionably, as pointed
out by the Hon. Mr. Hewitt,
a "scandalous breach of the law"
that water from the main should
be used for flushing purposes,
and that it should have occurred
at such a place as was specifically
referred to is a matter for surprise
and not a little regret. The
Board, however, made it clear
that they know how to deal with
such a breach of the law, and
therefore it is unnecessary for us
to make further comment, except
to say that it is the duty of all to
assist in every way possible to
make less difficult the onerous
duties of those responsible for the
sanitary affairs of the Colony.

South China Morning Post.

Our Obsolete Navy.

Admiral Sir Percy Scott fore-
shadows the doom of the Dread-
nought and super-Dreadnought
through the advent of the
submarine and its torpedo. He
contends that battleships, and
indeed, all vessels which do not
possess the quality of submarines,
are very shortly to become
obsolete. This pronouncement,
coming from such a distinguished
authority, has naturally been
received with some alarm in naval
circles, while the cartoonists, who
seldom take things seriously, have
been moved to the portrayal of
various versions of John Bull
weeping over the scrapping of his
costly and invincible navy.
"Submarines and aeroplanes,"
says Admiral Scott, "have entire-
ly revolutionised naval warfare.
I can see no use for battleships,
and very little chance of much
employment for fast cruisers."

YOU WANT A MOTOR CAR?
ALL RIGHT.

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THE EXILE GARAGE.

33-35 DES VOEUX ROAD,

Where You will get Expert Service and every Satisfaction.

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RAMSEY & CO.

No. 1683.

12, POTTINGER STREET, HONGKONG.

TYPEWRITER TIPS:

YOUR TYPIST IS AN EXCELLENT TYPIST BUT HE IS NOT A MECHANIC.
DO NOT EXPECT HIM TO KEEP HIS MACHINE ALWAYS IN FIRST CLASS
CONDITION. LET US DO IT FOR YOU AND SO INCREASE UTILITY IN
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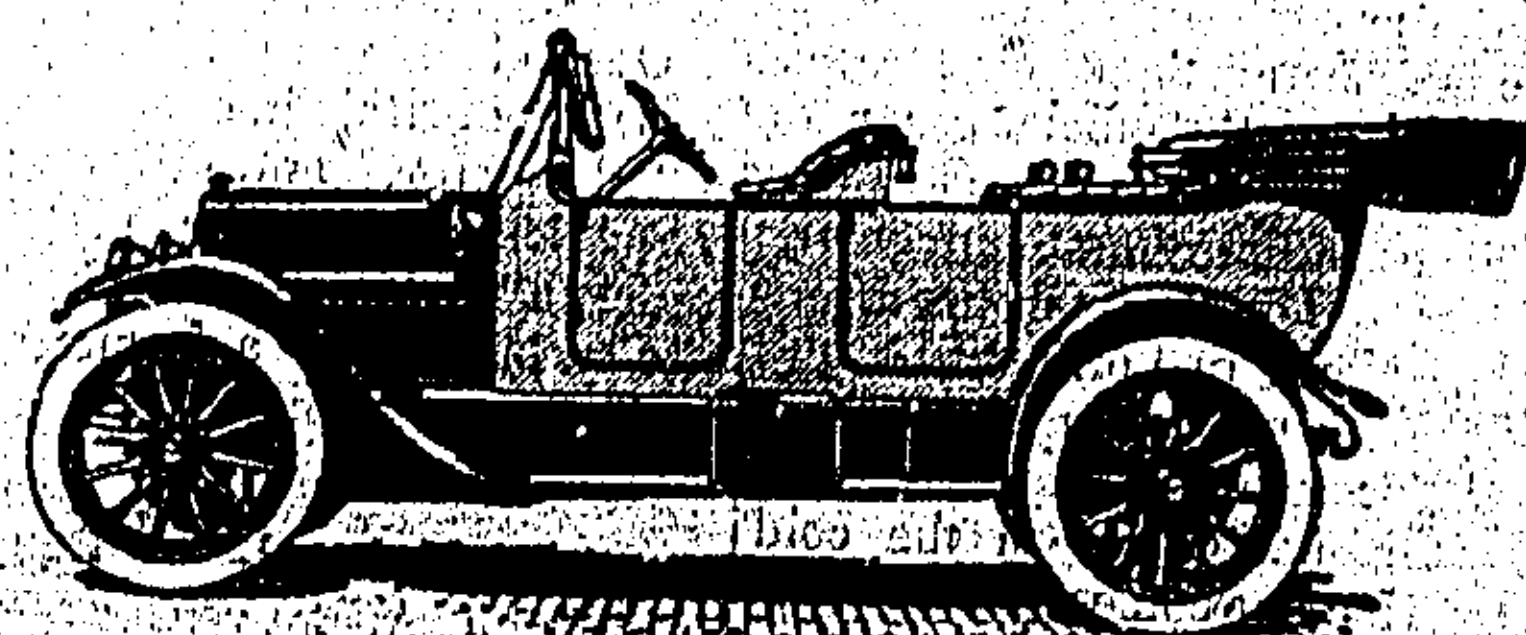
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SONS Sole Agents.

For a good solid meal at the
Café or Table d'Hôte with
Wines & Liquors of the Best
ALEXANDRA CAFE

GENERAL NEWS.

Shakespeare Tercentenary.
For the celebration at His Majesty's Theatre in 1916 of the tercentenary of Shakespeare's death Sir Herbert Tree will produce a cycle of the Chronicle plays, beginning with "King John" and ending with "King Henry VIII." He has received the promise of the co-operation of many of the leading actors of the day.

Capital Punishment.
The beheading of two women in Germany calls attention to the great diversity in the methods of capital punishment still in force in the civilized world. In Europe alone, the axe, the gallows, and the guillotine are used, while the solitary confinement for life which has replaced the death penalty in Italy is probably less humane in the long run than execution. Some of the cantons of Switzerland retain the death penalty, while others have abolished it. In the United States, electrocution has been adopted for about a generation. When the "death chair" was first proposed humanitarians made a great protest, but the authorities arranged for the first execution to take place with sufficient publicity to convince the public that this method of execution was immediate and painless.

Lightening Shamrock IV.
The object of Shamrock IV. going into dock at Portsmouth, where she will remain for a day or two, says the *Daily Mail* of June 20, is threefold. She is to have some lead taken off her keel by way of increasing her speed, to undergo trimming up, and to be measured. Mr. Charles Nicholson, the designer, is by no means dissatisfied with the vessel's performance, but naturally wishes to enhance her speed in every way possible.

Cocaine Seized at Karachi.
Karachi, June 24.—An unusually large seizure of cocaine, amounting to 232 ounces, was effected on the 20th instant by the Kiamari Customs from two European petty officers of the crew of the s.s. City of Benares. Information reached a preventive officer that these seamen had offered to sell cocaine. They were shadowed and when at the Customs cabin were searched, two packets each of four ounces cocaine being found on either man. The ship was then searched. A large quantity of cocaine was found lying on a trunk undecanted, and the 232 ounces was found in a canvas covered box which had been used as a pillow. The ship came here from Bombay and the cocaine appears to have been destined for someone there who did not turn up to take delivery. The two offenders, both quartermasters, were sentenced by the Magistrate to nine and three months' rigorous imprisonment respectively. The s.s. City of Benares consequently left to-day only for Liverpool, a day late.

A Tectotal Army.
There are now 33,095 pledged total abstainers among the garrisons in India, while the total number of members of the Royal Army Temperance Association is 36,580 or 50.8 per cent. This is the more remarkable that no less than 5,896 members and presumably the staunchest were transferred to the reserve or the home establishment or took their discharge during last year.

The Baghdad Railway.
A further chapter in a remarkable history is closed by the announcement that a complete understanding has been reached between Great Britain and Germany in regard to the Baghdad Railway. From its inception that undertaking has raised a continuous crop of diplomatic questions. Our failure to co-operate with Germany was an initial mistake, whose effects were seen when the builders desired to place the terminus—the line was from the beginning planned to go beyond that "rose-red city, half as old as Time"—at Koweit, on the Persian Gulf. Not only our commercial and political interests in the Gulf, but the fact that the Sheikh of Koweit enjoys British protection, caused Great Britain to oppose this scheme.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICE

S. MOUTRIE & Co., LTD.

PIANOS

ON
HIRE

At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

MORE GRAFT.

Serious Story from New York.

Says the New York Evening Post of June 11.—

New York woke up to-day to the fact that the dismal tale of graft which has been running in instalments in the newspapers ever since the Catekill Aqueduct was first projected ten years ago has by no means reached the finish mark. Another disagreeable chapter is to be added to the sordid story by Frank L. Polk, Corporation Counsel. He has brought suit against Everett P. Fowler, better known since the Hennessy disclosures as "Murphy's Bagman," and two other prominent Kingston lawyers to recover \$100,000 which the three are charged with having taken from the city on extortionate bills for legal services in connection with the work of searching titles to aqueduct property.

Fowler was indicted some time ago for extorting campaign contributions from State road contractors. In the present case his co-defendants are John J. Linson and Augustus H. Van Buren. Linson was once Corporation Counsel of Kingston and a State Senator from 1888 to 1891. "The credit for this action should go to my predecessor, Archibald S. Watson," said Mr. Polk to-day. "He had been investigating these alleged extortionate charges for some time, and would have followed up the case had he remained in office. It was he who suggested to me that it might be well to look into the bills of the men who are now being sued."

The Work They were Paid for. The city employed the three men from 1907 to 1910 to search titles for property and "protect the interests of the city generally." Mr. Polk contends that of \$350,000 which they collected for their services more than \$100,000 was improperly obtained. It is charged that Fowler and his two associates got \$80,000 in one lump for searches and abstracts which had been paid for previously by the city.

The complaint alleges further that in many instances the three lawyers collected two and three times over for one day's services, and that they made many charges at the rate of \$50 a day for persons employed to help them who were not entitled to remuneration at that figure. The court is asked to set aside all payments which have been made to Fowler, Linson, and Van Buren, and that they be compelled to account for their collections.

A few days ago Mr. Polk discovered that the statute of limitations would soon intervene. Hence his action at this time. The events set forth in the complaint took place nearly six years ago.

How much New York city has lost in graft, extortion, and waste on the great Catekill Aqueduct project will probably never come to light. Beyond the shadow of a doubt, the figure runs well up into the millions. In passing on the application for compensation

of some of the condemnation commissions which came before him in 1910, Justice Howard, of the Supreme Court, made no definite estimate of the graft involved in the particular project under consideration, but assumed as a matter of course that to the proper cost of all great public works such as the aqueduct 40 per cent. had to be added for graft. As the actual cost of acquiring the land for the aqueduct, with the inevitable graft provided for, so far has been about \$20,000,000, that would mean about \$6,000,000 in graft in the course of the condemnation proceedings alone, not counting at all the amount of graft in construction contracts.

"Graft is a product of our times and institutions," said Justice Howard. "It is the people who are responsible; for, by prescription, they have lost their title to integrity. Graft is as much an element to be reckoned in computing the cost of a public structure as is cement or lumber. It has come to be a matter of course—this rake-off—a loss recognized by all who make estimates of cost in such cases. Figure what a private corporation like a railroad can construct a public undertaking for, then add 40 per cent. for graft, and you have the cost of the enterprise. A public structure built honestly would be a freak."

The Law of the Valley. Other paragraphs from the same memorandum give a few flash-lights of the conditions under which the project has proceeded.

"Fifty dollars a day, substantially, has been fixed by so many of the other justices as the per diem compensation for these Ashokan commissioners that I am neither willing nor inclined to disagree with those justices so long as an honest day's work is done for the money. If expedition and integrity, instead of slothfulness and rapacity, were the law of the Ashokan Valley, no fault would be found with the daily wages paid."

"It is the system, not the commissioners, that is most deserving of reproof. Many of the faults charged against the Commissioners are the result, not of their shortcomings, but of the law which created them and the conditions which surrounded them. This whole project of the condemnation of law in the Ashokan Valley is characterized as waste, disorder, and confusion. There is no system and no plan for doing anything."

"Nobody seems to be in charge of the matter, and the result is an endless muddle and mix-up. Sometimes as many as ten commissions; I am told, are convened at Kingston to hear testimony in one day, with only five, generally only three, representatives of the Corporation. Counsel's office available for service before them. And again it happens, often, so the members of the Commission inform me, that there is no place provided for so many commissions to sit at one time, and they are forced to convene in halls and corridors and attics and other inconvenient and improper places."

"And the experts, so-called,

Prepaid Advertisements
ONE CENT PER WORD
FOR EACH INSERTION

TO LET.

No. 19, Shelley Street.
55 ELGIN TERRACE, newly painted and colourwashed.
No. 7 Stewart Terrace, thoroughly renovated and in good order.

Rooms in Queen's Road Central.
No. 9 Beaconsfield Arcade, Shop.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to
LINSTED & DAVIS,
3rd Floor, Alexandra Building,
Hongkong, 2nd Oct., 1913 [21]

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached, Nathan Rd. Kowloon. Kowloon Marine Lot No. 48 with Wharf.

Flat in Nathan Rd. Kowloon Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings


TO LET.—"LA HACIENDA E." No. 74, Mount Kellett Road. Apply
CHATER & MODY, No. 5, Queen's Road Central.

TO LET.—Part of First Floor of No. 25, Des Voeux Road Central. Immediate Possession. Also Motor Boat for sale. Apply—
"DRAGON CYCLE Co."

should not be omitted. The chairman of one of the commissions which reported to me made the statement in open court that it was the practice of some of these experts to testify before several commissions in one day, charging a day's pay before each commission. Many of these experts receive attractive salaries—\$50 a day, several of them."

NOTICE.

Apollinaris
THE QUEEN OF
TABLE WATERS.
THE SAFE AND
SATISFYING DRINK.
ABSOLUTELY PURE.



There's nothing small about the Ford—except its purchase price and cost to keep. In number of cars, in worldwide use, in quality of service to owners, and in its daily performance it is the biggest car in the world. 530,000 users will testify to these facts.

5 Seater, fully equipped, \$1,900 Hongkong Currency.
ALEX. ROSS & Co.
Sole Agents,
4, DES VOEUX ROAD CENTRAL.
Tel. 27.

QUEEN'S DISPENSARY
IS THE DISPENSARY THAT IS ALWAYS
AT YOUR SERVICE.

PRICKLY HEAT POWDER.

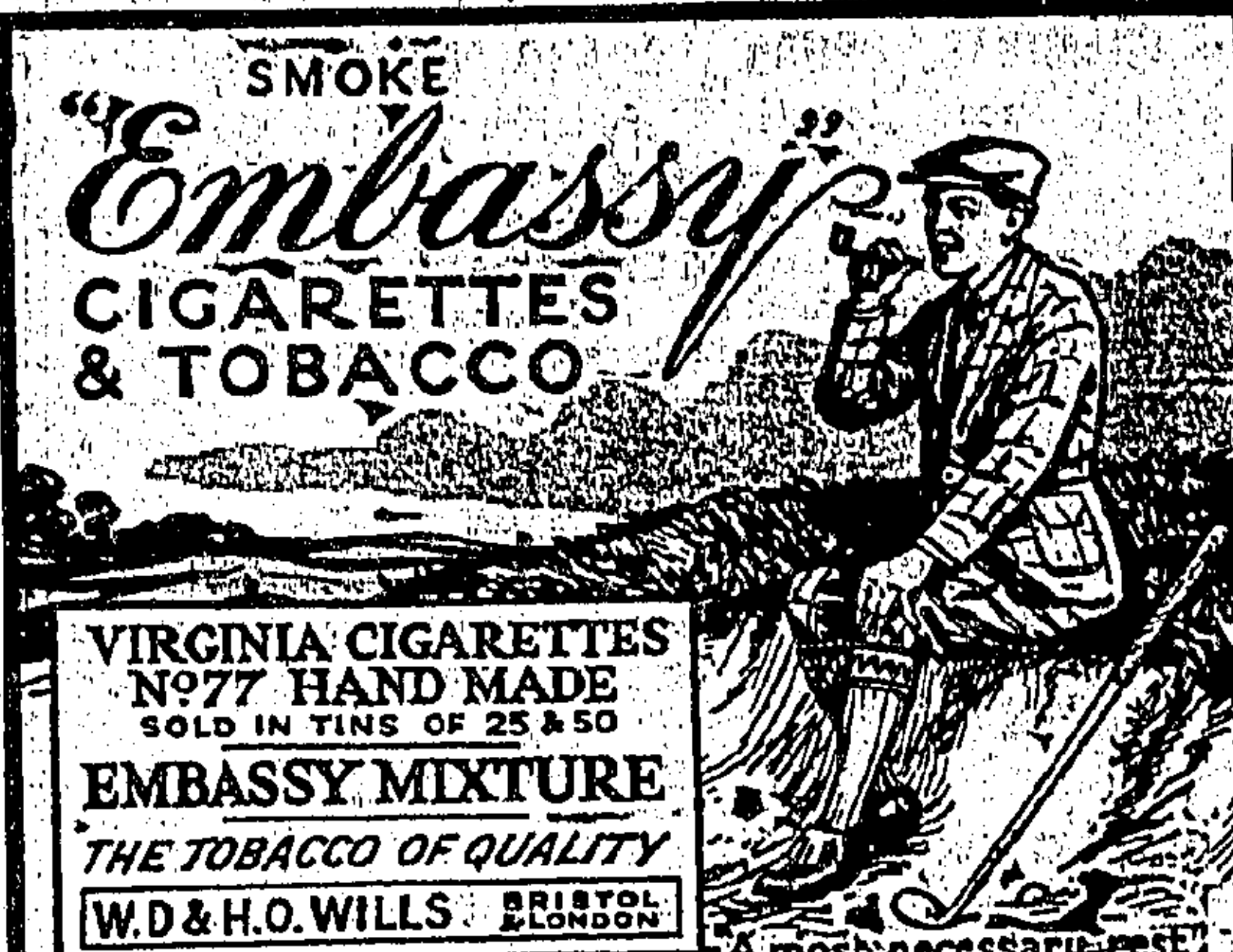
A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.

Large Tin Cents 60.

CURE FOR

PRICKLY HEAT AND SUNBURN.

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Embassy
CIGARETTES
& TOBACCO

VIRGINIA CIGARETTES
No. 77 HAND MADE
SOLD IN TINS OF 25 & 50
EMBASSY MIXTURE
THE TOBACCO OF QUALITY
W.D. & H.O. WILLS, BRISTOL

LANE, CRAWFORD & CO.

NOVELTIES IN

Fancy	DUCHESS SETS	Embroidered
Cushion	AND	Crash
Cases	TABLE CENTRES.	Covers

MODERATE PRICES. ALL WASHABLE.

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Deutsche Apotheke. :: Pharmacie Internationale.

IF YOU ARE TOO STOUT

TRY OUR

REDUCING TABLETS.

A Harmless Remedy for Obesity
and Excessive Corpulency.

BOXES OF 50 TABLETS \$1.40.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER
AND SOY MANUFACTURERS.Factory at Yuenmatt
OFFICE: No. 36, Des Voeux Road, W.
Telephone No. 177 & K. 12.

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Established A. D. 1880.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers, Nos. 35 and 37, Hing Loong Street, (2nd Street west of Central Market) Telephone No. 515.

AMERICAN DENTISTRY

PORCELAIN FILLINGS.
The Latest Improvements toward Lasting Workmanly and Painless Operations. No charge for examinations. Fees moderate. Diploma, Tokyo.
Dr. T. YAMASAKI,
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Telephone 1362.



MARTIN'S
APIO STEEL
PILLS

A French Remedy for all ailments. Thousands of letters always bear a testimonial to its efficacy. It is the only medicine that cures the system of any irregularity of the system. It is a sure and safe remedy. Those who have tried it will find it a most valuable medicine. All Chemists and Druggists sell it. MARTIN'S, Chemist, Bristol, England.

MARTIN'S
APIO STEEL
PILLS

MILKMAID
RICH THICK
CREAM.

A. S. WATSON & CO., LTD.

ESTABLISHED 75 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS,
By Appointment to His Excellency the Governor

WATSON'S

PURE CARBOLIC SOAPS.

Highly recommended by the Medical Profession.
For the BATH and TOILET, in three strengths: Strong, Medical,
Medium and Toilet.

WATSON'S

PRICKLY HEAT LOTION.

An invaluable and most effective remedy. Immediately
allays the irritation.

WATSON'S

YE OLDE ENGLISH LAVENDER WATER.

An exquisite Perfume. Put up in Elegant Bottles, makes a delight-
ful adjunct to the Toilet."WE LIKE YOUR LAVENDER WATER BETTER THAN ANY
OTHER. WE HAVE BEEN ABLE TO GET IN ENGLAND. (Recent
Testimonial.)"

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will
be as follows:—

Daily issue—\$30 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions
for any period less than one month will be charged as for a
full month.The daily issue is delivered free when the address is accessible to
messenger. Peak subscribers can have their copies delivered at
their residences without any extra charge. On copies sent by
post an additional \$1.80 per quarter is charged for postage.The postage on the weekly issue to any part of the world is \$1.00
per quarter.Single Copies, Daily, ten cents. Weekly, twenty-five cents (for
cash only).Advertisements and Subscriptions which are not ordered for a fixed
period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered
to subscribers by, the Dairy Farm Company, Ltd., Shamshin,
Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the public,
and print the news without fear or favour.

請勿無非錄真事聞要訪探大正論言曾宗報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, JULY 17, 1914.

STRAITS CHINESE AND REBELLION.

Light is shed by the Singapore newspapers on the mysterious
rebellion which was reported by our Shanghai correspondent, a
fortnight ago, to be brewing in the Straits. The Chinese press at
the Straits has been gravely stating that the local Chinese authorities
have received instructions from Peking "to take precautions, as the
rebels are reported to be engaging coolies and labourers in the
Straits Settlements, ostensibly for industrial works in China."

This would be carrying coals to Newcastle with a vengeance. And
there is no available recruits to be found in China itself with at end-
ing out into the highways and by-ways of the Straits and the F.M.S.
after coolies who, in some cases, cannot even speak Chinese, and
in others, have staked everything to get out of China and
whom nothing would persuade to return thither? Surely someone
has been pretty gullible. Then the Chinese report goes on to say
that the rebels want 30,000 men in all, and that 3,000 are supposed
already to have been sent to China on three steamers. The last figure,
at least, offer us some thing a little more feasible than the story which
came down to us from the North, wherein it was stated that *thirty*
thousand men had been conveyed on three ships. We have seen cool-
ies packed closely now and then on boats destined for the rubber
countries, but we should like to see the local ship that could afford
to give up as much of its space as would accommodate ten thousand
of these gentry.

Alas for the romance of it all; the *Straits Times* smashes up
the whole pretty recumbent in a brutally common-sense fashion by
pointing out that the three thousand returned lost lambs—if that
actually were their number—are mainly miners from the F.M.S. who
have been obliged to quit the country and return to F.M.S. on
account of the well-known depression in the tin trade, which has
thrown an enormous number of coolies out of work. And so the little
fairytale is turned inside out. What will be the next cock-and-
bull revolutionary story? When, in a few years' time, we come to
look back on China's political troubles since the Revolution, we shall
probably realise that three-fourths of these have been occasioned by
here and there a mischievous person getting hold of a credulous
audience and sowing lies among them by the bushel. Pity it is
that the Chinese Government cannot get hold of a few of these
meddlers and make an example of them. In the meantime it
certainly behaves the British officials in Singapore, as well as in
Hongkong, to keep a wide-open eye on the paid agitators who are
wandering about in British territory with the sole view of enriching
themselves by stirring up strife, and making things a thousand
times harder for the country to whose interests they profess to be
devoted.

Helping the Sufferers.

The fund being raised by the
Tung Wa Hospital for the relief
of the sufferers by the West River
floods is mounting up splendidly.
It now totals well over the \$100,-
000 mark, and one thing which
one cannot fail to observe is how
the Chinese from other parts of
the world have come forward with
their gifts. Just casually glanc-
ing down the list one sees dona-
tions from as far afield as the
West Indies, New York and
Victoria (British Columbia), and,
nearer home, from Hanoi, Bang-
kok, Canton and Fakhien. An-
other feature of the list is to be
found in the fact that quite a
number of schools are represented.
There is no doubt about it
that when it comes to collecting
money for a cause, the Chinese
have no equals. Their generos-
ity too, is proverbial.

The City Of It.

It is, indeed, wonderful how
solidly the Chinese are welded
together when it comes to helping
the genuinely distressed. Rich
and poor alike loosen their purse
strings, and from the remotest
parts of the world money flows in.
This is a fine national trait. The
city of it is that the same spirit
is not found in the political life
of the nation. There, at any rate,
the opposite spirit prevails, and,
instead of co-operation for the
common weal, we find intrigues,
cliques working against
cliques, and a profound distrust
between man and man. Hence
comes it about that progress is
invalently slow. The only hope
for the future is that officials will
one day begin to trust one
another, and the people to trust
them. But they must show they
are worthy of that trust before it
can be reposed in them.

Chinese and Advertising.

"The Chinese business man
knows nothing of the art of ad-
vertisement," says Dr. Wu Ting-
fang, in his book on America, to
which allusion was made in our
columns last night; and anyone
familiar with the newspapers
published in Singapore, Manila,
Hongkong or Shanghai—places
containing thousands of *chi-to*
do Chinese firms—will readily
endorse the statement. Hoarding-
advertisements in Chinese towns
are but just coming into fashion—
and that merely because the more
enterprising of the native traders
are taking example by the
British and American firms
which, in China as elsewhere, are
bound to depend for no small
amount of their success on poster
advertisement. Moreover, it may
be seen at a glance at any foreign
paper published in the Far East,
that, for twenty European
advertisers, there is rarely more
than one Chinese.

The Old Time Trade, and The New.

Many old stagers out here at-
tribute this to the fact that the
old-fashioned Chinese does not
like to lay out money unless he
can see a certain return. That
may be so, but it happens that
the majority of businesses (at
any rate in this Colony) that
most need advertising are in the
hands of the new-fashioned Chi-
nese. These latter, one would
have thought, should know by
now that judicious advertisement
is anything but laying out money
riskily. For those Chinese firms
that cater mainly or exclusively
for their own countrymen this
neglecting to avail themselves of
opportunities of pushing their
wares in reliable foreign papers,
may be good enough; but from
the point of view of those who
seek to attract European custom
the policy is a poor one, danger-
ously allied to making the ship
for the sake of a dollar's worth of
paint.

SLIGHTLY DRUNK.

Seaman Who Failed to Pay Tram
Fare.

J. Watt, described as an un-
employed seaman, was summoned
this morning with attempting to
avoid payment of his fare on the
Shaokwan section of the
tramway.

In answer to the magistrate,
the defendant said that he had no
reason for refusing to pay the
money, and, in reply to a question
as to whether he was drunk,
replied that he was slightly.
A fine of \$5 was imposed.

DAY BY DAY.

THE WORLD DEALS GOOD-
NATUREDLY WITH GOOD-NATUR-
ED PEOPLE AND I NEVER KNEW A
SULKY MISANTHROPIST WHO
QUARRELLED WITH IT, BUT IT WAS
HE, AND NOT IT, THAT WAS IN THE
WRONG.—Thackeray.

The Weather.
Lower level 8 a.m. Temp 80;
rain.

At the Peak 8 a.m. Temp 73;
rain.

The Mails.
Siberian Mail.—Arrived per s.s.
Yingchow to-day.

Canadian and Siberian Mails.—
Arrived per s.s. Empress of
India to-day.

American Mail.—Dae per s.s.
Siberia to-morrow.

Siberian Mail.—Closed per s.s.
Oeylon Mail to-day at 4 p.m.

Assaye to-morrow at 11 a.m.
Siberian Mail.—Closes per s.s.
Yingchow to-morrow at 5
p.m.

French Mail of June 16.—Deliv-
ered in London on July 16.

Count the Columns.

Yesterday the *Telegraph*
published 33 columns of solid
reading matter. To-day there
will be 33 published.

Encountered Typhoon.

The s.s. Yingchow arrived in
port this morning from Shanghai
and reported having encountered
a typhoon south of Shaho Island.
Very severe S.S.W. gales were
experienced to Breaker Point and
heavy rain thence to port.

Serious Opium Charge.

At the Police Court to-day,
Det. Sergt. Wills charged a sam-
pan owner with being in unlaw-
ful possession of 470 taels of
opium on board his sampan off
Blake Pier, the evening before
last. It is believed that the drug
was imported from Swatow and
was being transhipped in the
harbour. A remand was ordered
until to-morrow.

Trespasser Fined.

The case in which a Chinese
was charged with trespassing in
the Royal Naval Yard was again
before the Court to-day, on
remand, Sergt. Allen prosecuting.
The contractor to whom the tally
which the defendant was carrying
was alleged, appeared in Court and
denied all knowledge of the man,
who was fined two dollars, or in
default fourteen days' imprison-
ment.

Fond of Hongkong.

At the Police Court, this morn-
ing, Inspector P. O'Sullivan
charged a Chinese with returning
from banishment. This is the
third similar charge preferred
against the man, and last June
he was banished from the Colony
for twenty years. He was sent to
prison for twelve months, the
magistrate's order also providing
for four hours' stocks and twenty-
four strokes of the birch.

Not Responsible.

The Chinese cook, once in the
employ of Dr. Stedman, who
was charged with assault, and of
whose sanity there was some
doubt, appeared again this morn-
ing, on remand, at the Police
Court. Inspector Garrod report-
ed that the man had been cer-
tified as not being responsible for
his actions, and he was handed
over to his relatives, who have
agreed to look after him and will
remove him to the country.

LANGKAT OUTPUT.

The Langkat output for June
was 8,663 tons and the average
daily output was 288.76 tons:—

Messrs. Wright and Hornby
advise us that the output for
July is:—

1st July	263 tons
2nd "	264 "
3rd "	249 "
4th "	220 "
5th "	219 "
6th "	228 "
7th "	258 "
8th "	244 "
9th "	218 "
10th "	208 "
11th "	181 "
12th "	201 "
13th "	297 "
14th "	283 "
15th "	187 "
16th "	218 "
Total to date	3,718 "
Daily average	232.4 "

V.R.C. MEETING.

WILL THE GYMNASIUM BE ABOLISHED?

Last Year not so Good as
the Year Before.

The annual meeting of the
Victoria Recreation Club was
held last evening, Mr. W. Logan,
the Chairman, presiding. Among
those present were: Messrs. A.A.
Alves, A. McKirdy, J. Forbes,
Crowther Smith, G.W. Sewell,
(Committee), A.E.S. Alves, Hon.
Treasurer, F. Lammer, Hon.
Secretary, H.M. Bain, A.V. Barros,
A.H. Carroll, W. Church, F.C.
Chunyat, W.G. Cope, F.M. Ellis,
S. Goldschmidt, H.S. Jephson,
E.A. Long, Fletcher, J. Olson,
C.W. Olson, M.L. Raiton, A.J.V.
Ribeiro, F. L. da Roza, A.F.B.
Silva-Netto, M.A.R. Souza, F.O.
Sopieess, H.O. Umrigar, J.H.
Oxberry, F. E. Hall, Captain
Branch, R. J. Mooney, A. J. Eng-
land, W.H. Morris, W. Hoy, G.
Bloch and Somekh.

The Chairman said that he
thought all of them had copies
of the report and accounts, and,
"the printed Report and State-
ment of Accounts having been in
your possession for several days
we will, with your permission,
adopt the usual custom and
consider them as read." Taking
the reports of the various sub-
committees, in their order and
coming first to that of the house
sub-committee, it is gratifying to
know that our building is in
excellent condition, with exception
of colour-washing and general
renovating, which we trust will be
taken in hand before the end of
the present year. We come next
to the boat house, in which
department, I much regret to say,
no great active interest has been
taken by members.

With reference to the Bath
House, I must regret a very ex-
cellent season and I hope, in view
of the probability of the Shanghai
team visiting us, (so far they have
not accepted our invitation)
that all the aquatic members will
do their utmost to train and im-
prove on last year's results. I was
sorry to notice that lack of
entries prevented us holding a
night fete on the 11th inst. and
I earnestly trust there will be no
recurrence of this.

With regard to the Gymna-
sium, I have again to report a
stagnancy in this section. This
is greatly to be regretted as we
have a splendid hall and well
equipped. I trust the younger
members will take full advantage
of the opportunity offered them;
otherwise the committee will have
seriously to consider the question
of converting the space for some
other purpose.

The Bar Sub-Committee, as you
will see, do not consider the
working of the year under review
satisfactory, as compared with
previous years, but they are san-
guine of better results in the
future.

The accounts do not appear to
call for much attention but there
are one or two items I might
particularly draw your attention
to.

The balance of the working
account is \$637.41 as compared
with \$1,271.24; this is partly due
to the unfavourable outturn of
the bar and of the general re-
ceipts falling off.

With regard to the balance
sheet, starting with the liabilities
you will notice that the number
of debentures redeemed is 10 as
compared with 81 last year, owing
to insufficient funds. Your Com-
mittee have resolved not to redeem
any further debentures until there
are ample funds for such purpose.
Accounts payable have increased
by \$2,000, due to extraordinary
expense incurred in repairing the
ramp.

Nothing was written off the
building but on the other hand
\$400 was written off Furniture
and Fittings.

You will see that repairs to
ramp appear as an asset in the
balance sheet. Your Committee
have thought it advisable and
only fair that the cost of repairing
the ramp should not be borne by
1913 working account but split
over a term of three or four years,
therefore only \$500 was charged
to 1913 account.

Before putting the resolution
to the meeting I wish to explain
the reason why you are asked to
pass this resolution. Your

COLLISION AT SEA.

St. Patrick's Bows Stove In.

Making Slowly for Hongkong.

The Dodwell Line steamer St.
Patrick is on her way from the
North with her bows badly
damaged, having evidently been
in collision.

News of the mishap was
brought into port this morning
by the captain of the Den of
Ruthven, who reports having
passed the St. Patrick yesterday
off Ooksau Island (north of Amoy)
with her bows badly damaged.
She was making down the
Formosa Channel and is expected
here this afternoon or to-morrow
morning. It was evident from
her appearance that she had
been in collision with some other
craft, but she did not ask for
assistance and is coming down on
her own steam.

The s.s. Yingchow, which
arrived from Shanghai this morn-
ing, also reports having passed
the St. Patrick with her bows all
stove in.

The St. Patrick was bound
from Moji to Manila in ballast
and was not intending to call at
Hongkong; she was to load at
Manila for New York. She is
proceeding to Hongkong very
slowly.

Committee have gone carefully
into the matter and in the best
interest of the Club they have
thought it advisable to alter rule
12 for the following reasons.

1. The construction of the rule
as at present does not define when
the second instalment of the
annual subscription becomes due.

2. It makes Rules 15 and 16
obsolete.

3. The Club requires money to
meet interest on debentures due on
1st July of each year.

Rule 15 provides for payment
of subscription before 1st April,
failing which the rights and
privileges are withdrawn, but
should a member pay his first
instalment on or before 1st April
enjoying the full rights and priv-
ileges for one year at \$10 and then
reigns, the Committee have no
recourse whatever against those
members as the rules do not
provide for posting of names.
Some years ago when the subscrip-
tion was raised from \$15 to \$20
there was much opposition on the
part of the members but finally
the resolution was slightly amend-
ed by adding the words "payable
half yearly" and passed—a fatal
mistake. The reason given at
the time I believe was that the
younger members would not be
able to meet it in one payment.
This mistake has now I believe
cost the Club annually the sum
of \$500 or thereabout, most of it
being subscriptions. It will be a
little hard on the younger mem-
bers but there is no alternative.
Before putting the resolution to
the meeting I shall be pleased to
answer any question.

Referring to the cup presented
by Captain Huesey for the half
mile swimming championship, he
said that the Captain first meant
it for the Club, but now he had
left it open to the Colony and he
thought they would agree with
him that there would be greater
honour in winning the cup if it
carried with it the championship
of the Colony instead of merely
the Championship of the Club
(Applause). He then proposed
the adoption of the report and
accounts.

Mr. F. M. Ellis asked the
Chairman if he thought it was
fair to the younger members to
make the proposed alteration in
the rule?—The majority of them
had small salaries and they could
not meet a yearly payment and
that was why it was suggested
the payment should be half
yearly.

The Chairman: What do you
suggest, Mr. Ellis?

Mr. Ellis: Make it payable on
January 1 for the first period and
June 30 for the second.

The Chairman: I don't think
it would be quite feasible, Mr.
Ellis.

Mr. Ellis: You don't consider
the position of the younger mem-
bers; they don't receive high
salaries and they cannot make one
payment of \$20.

The Chairman: The rule

TYPHOON WARNING.

The telegram quoted below was
received by the American Con-
sulate General from the Manila
Observatory at 4 p.m. yesterday:—
Cyclone or Typhoon—E. of
northern Luzon, more than 300
miles distant, moving W.

The following telegram was
received from the Manila
Observatory at 10.30 a.m. to-
day:—

Cyclone or Typhoon—E. of
Aparri, more than 300 miles dis-
tant, morning W. or W.N.W.

states that a man's name cannot
be effaced until December 31.

Mr. Ellis: Then make a new
rule.

The Chairman: I don't think
it will affect many members.

Mr. Ellis: I think it will,
because the majority of the mem-
bers are young members who
receive small salaries—though
they are not here to-day.

The Chairman: Have you any
proposition to put forward?

Mr. Ellis: There ought to be
a new rule formed up.

The Chairman: We are doing
that.

Mr. Ellis: In what way?

You are only amending rule 12.
The Chairman: Well, Mr. Ellis,
if you can put forward a proper
amendment we will take it.

Mr. Ellis: I cannot do it to-night.

The Chairman: Well these have
been in your hands for sometime.

Mr. Ellis: I cannot suggest
anything to the committee until
the meeting is over. I did not
know what the objects of the
resolution were.

The Chairman: It has been in
your hands some time.

Mr. Ellis: This notice is very
vague—too vaguely expressed.

The Chairman: The rules have
been in your hands for some time.

Mr. Ellis: Yes, but we did not
understand the object of the
resolution. It is so vaguely ex-
pressed nobody can understand
this.

The Chairman: Well I have
explained it.

Mr. Ellis: Yes, but it is not
fair to the younger members to
do it now because they are not here.

The Chairman: Well if they
don't take sufficient interest in
the Club to come here we can't re-
consider this matter. Mr. Alves
will tell you the committee have
considered this and they think
it advisable in the best interests
of the Club. What is the amend-
ment?

Mr. Ellis: That the payments
be payable half yearly, the first
payment on January 1, and the
second payment on June 30.

The Chairman: What recourse
have you if there is no subscription
paid? You are suggesting altera-
tions in the whole of the rules,
and we only alter one rule.

Mr. Ellis: We are only altering
the wording now, not the rule.

Mr. Lammer suggested that
Mr. Ellis meant the second pay-
ment on July 1.

Mr. Sewell pointed out that by
changing the date there was a
distinction without a difference.
It did not alter the fact that a
man could use the Club for the
year on one payment for a half
year and then leave.

The Chairman pointed out
that the Club wanted money to
meet the debentures.

Mr. Somekh seconded the
amendment of Mr. Ellis, but on be-
ing put to the vote it was defeat-
ed, and the motion was carried.

The following officers were
elected for the ensuing year:—
Chairman, Mr. W. Logan; Hon.
Sec., Mr. Frank Lammer; Hon.
Treas., Mr. A. E. S. Alves; Gen-
eral Committee: Messrs. A. Rod-
ger, A. A. Alves, A. McKirdy, J.
Forbes, A. P. Nobbs, Crowther
Smith, A. Charlton, A. J. Eng-
land, and F. J. Chunyat; Ballot-
ing Committee: Messrs. A. R.
Forbes, A. V. Barros, F. Taylor,
J. Olson, A. J. V. Ribeiro, Capt.
Branch, A. F. Mills, G. W. Sewell,
J. Oxberry, and F. M. Ellis.

Votes of thanks were accorded
the officials, the good work of the
Hon. Treasurer being particularly
referred to.

On the motion of Mr. Oxberry,
the Chairman was thanked for
the interest he took in the Club.

REVENUE LAUNCH
OFFICER CHARGED.Certificate Suspended
and Fine Imposed."A Most Serious Case
of Stupidity."

At the Marine Court, this morning, before Commander Beckwith, R.N., Revenue officer Langley was charged with failing to observe the rule of the road with launch R.D.1., on July 15.

Originally there were two summonses, one against the coxswain of the launch as well, but his Worship on inquiring who was in charge of the launch, was told by the Revenue officer that he was in charge. His Worship then dismissed the summonses against the coxswain.

Inspector Gordon said that about 9.10 a.m. on the 15th inst., he left Kowloon on the ferry boat Evening Star for Hongkong, and after leaving Kowloon he noticed the Government launch R.D.1. with her bow abreast of the stern of the ferry, and about ten feet off the ferry. She followed on the starboard side of the ferry at this close distance, gradually gaining ahead until at about the Holt buoy, where the Star ferry boat stopped. The Government launch then went across the bows of the ferry, making for Murray Pier and Statue Wharf. In his opinion, if the Star ferry launch had not stopped, there would have been a serious collision. After the launch had crossed the bows of the ferry, she was in difficulty with the outgoing ferry from Hongkong and had to port her helm hard to clear. Several passengers on board the ferry complained to him about the dangerous way in which the launch was navigated and the general inconvenience it caused to the travelling public.

Mr. B. L. Frost, electrician to the Eastern Extension Telegraph Company, said he was a passenger on this ferry and he noticed when halfway across the harbour that the ferry launch was being overtaken by a revenue launch. It was coming up from the stern on the starboard side. She came up to within twenty feet of the ferry and kept dangerously close to the ferry for some distance—about three hundred yards. The launch went on close and then gained on the ferry, the latter stopping when the launch went to cross her bows.

Mr. D. K. Blair gave similar evidence.

Commander Beckwith said he supposed the defendant thought he had right of way; he ran alongside parallel for a long time trying to jockey the ferry off. He asked the defendant if he considered twenty feet a safe distance.

Defendant admitted that as a responsible person it was his duty to slow down and allow the ferry to go on.

Commander Beckwith said the defendant had not to think that because his was a Government launch he might inconvenience a ferry containing probably three hundred people going to business.

The defendant said he thought he had right of way, as he was on the starboard side.

Commander Beckwith said defendant was taking tremendous risks and putting the ferry in a very awkward position. It was plainly his duty to stop from the start as his was the overtaking ship. He advised the defendant to study the overtaking article. He found that the defendant launch overtook the Star ferry and kept a course directly parallel to the ferry at a dangerously close distance for a considerable time, making it impossible for the ferry to alter her course either way without risking a collision, and eventually the ferry stopped and allowed the launch to pass ahead. It was clearly the duty of the R. D. 1. to have stopped before overtaking the ferry and pass under her stern, being bound for Murray Pier. He considered this a most serious case of stupidity and also ignorance of the rules for prevention of collisions, so he ordered the defendant's coxswain certificate to be suspended for three months, defendant to be re-examined before the same was returned, and a fine of twenty dollars to be inflicted.

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Router.)

SIKHS IN SHANGHAI.

ALLEGED SEDITIOUS MOVEMENT.

Shanghai. Received July 17. From an assault case arising out of an alleged seditious movement among Sikhs, which was heard in the British Police Court to-day, it appears that the complainant, Butta Singh, is secretary to the Sikh Guardwara. A few days ago a meeting of the committee was held when the names of seven men connected with a seditious movement were published and forwarded to the Municipal Council with a view to having them forwarded to the Consul General. Since the publication of the names Butta Singh and his jemadars have been threatened.

The complainant stated that a large number of copies of the *Gadri*, a seditious newspaper published in San Francisco, are circulated in Shanghai.

The case was adjourned.

"WHITE WOLF."

AGAIN Baffles THE TROOPS.

Hankow. Received July 16. "White Wolf" has out-manoeuvred the soldiers and is now reported to be 150 li east of Lushan. One band, however, has been extirpated and quantities of rifles and horses have been captured. The bandits attempted to escape with their booty which provided rich pickings for the country folks who were watching day and night.

The captured "wolves" were taken into Lushan, where between five and twenty are executed daily. They are mostly Southerners and maintain that they are only chair-bearers for the bandits, but none are spared.

BOXER MOVEMENT.

MISSIONARIES' REPORT.

Yunnan-fu. Received July 16. Missionaries report the gathering of a thousand Boxers in the Chaotung District on the Szechuan-Kweichow border.

THE NEUMANN MURDER TRIAL.

Shanghai. Received July 16. The accused in the Neumann murder trial will be handed over to the authorities in the Chinese City for further investigation. The Mixed Court is arranging for a representative of the Municipal Council to be present.

GOING ROUND THE
WORLD.

Universal Film Company's Agent
in Hongkong.

Mr. Allen Watt, representing the Universal Film Company of New York, is making a tour of the world on behalf of his firm, getting cinematograph pictures—humorous and otherwise—wherever they are to be got. He has just returned from the West River, where he has been in search of film photographs for the Universal Graphic, and he informs the *Telegraph* that the floods round about Fatsan have completely subsided. The scene of devastation he describes as in itself pitiable—houses turned upside down or dashed to pieces by the force of the water; but the people seemed to be resuming their daily avocations as though nothing unusual had happened; nor did he see any of the distress there that unfortunately is just now characteristic of the neighbourhood of Shiu Hing.

At Fatsan and round Canton Mr. Watt succeeded in obtaining subjects that cover more than a thousand feet of film, and so is not dissatisfied with his journey. The Universal Company, which is the largest cinematograph firm in the world, is the first to send photographers to China from America for graphic purposes. Mr. Watt is now considering the possibilities of starting a branch manufactory in or near Hongkong in the not distant future. From here he proceeds to Singapore and India, and thence to Europe.

VICTORIA THEATRE.

Antoine Fournier's Opening
Night.

It was unfortunate for the success of M. Fournier's opening night at the Victoria that the weather should be so unpromisingly bad. Despite the unceasing rain, however, there was quite a reasonably good attendance at the theatre, and the great French athlete's performance—a very long turn of some five-and-twenty minutes—was watched with breathless interest and unqualified admiration. To be realised, Fournier's performance must be seen, but it may not be amiss to mention one or two typical items of his programme. After throwing weights of over half a hundred-weight up and down, and juggling with them as though they were cricket-balls, he offered further evidence of his great strength by tying a string attached to one of these to his finger, raising the weight in the other hand, and letting it fall again a distance of some feet, never moving his finger or arm when the jerk came.

Another interesting feature of his turn was that, while his lady partner lay on the stage, he stood over her and juggled with two weights at a time. The least mistake on his part must have resulted in the death or the permanent disablement of the lady; a fact which says much for Fournier's confidence in his own powers.

To illustrate the enduring capacity of his "steel" chest, he lay on his back on the stage and

DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

DAISY BRAND

TABLE BUTTER.

IT IS PURE, DELICIOUS AND POSITIVELY

THE BEST BRAND

On the Market.

INSIST ON GETTING THE GENUINE ARTICLE.

THEODORO VAFIADIS & Co.

CAIRO

EGYPTIAN CIGARETTES.

—UNEXCELLED FOR FLAVOUR AND QUALITY.—

KRUSE AND CO.

SOLE AGENTS.

BANDMANN VISIT
CANCELLED.

The Bandmann Opera Company was to have played "The Marriage Market" at the Theatre Royal to-night, but as the s.s. Assaye, on which the Company is travelling, is delayed owing to bad weather, the performance has had to be cancelled.

allowed two twenty-five kilo weights to fall on his ribs from the height of a foot or more—an interesting exercise which our readers are at liberty to imitate if they think "there's nothing in it."

The performance closed with the strong man's successful lifting (and maintaining above his head with one hand) of a bar-bell 215 pounds in weight.

Croquet Tournament.

Entries for the Croquet Tournament, to take place on the Hongkong Cricket Club ground, close this evening to Dr. Evans-Jones, the Hon. Secretary.

New Purser.

Mr. E. Syder, former purser on the *Empress of India*, arrived by that boat to-day and will await the arrival of the *Empress of Asia* to take over the purser'ship of the latter, in place of Mr. James, who is on leave. The present purser of the *Empress of India* is Mr. D. Maughan Taylor.

LATEST SHIPPING
NEWS.

MOVEMENTS OF STEAMERS.

The s.s. *MUNCASTER CASTLE* sailed from Kowloon on the 16th inst. and is therefore due here on Saturday morning next, the 18th inst.

The s.s. *G. APCAR* from Calcutta left Singapore on 15th inst. and may be expected here on or about the 20th inst.

The H.A.L. s.s. *Froussard* left Shanghai on the 16th inst. p.m. and may be expected here on or about the 20th inst. a.m.

TO-DAY'S
ADVERTISEMENT.

WANTED.

WANTED.—Britisher wishing to learn Spanish requires the services of a thoroughly competent teacher. Apply, stating terms, to "SPANISH" c/o "Hongkong Telegraph."

TO-DAY'S
ADVERTISEMENTS.

"INDRA LINE, LIMITED."

NOTICE TO CONSIGNEES.
From NEW YORK.

THE Steamship

"INVEROLYDE"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd July will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 23rd July at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON
& CO., LTD.
Agents.

Hongkong, 17th July, 1914.

THE ROYAL MAIL STEAM
PAKET COMPANY.

THE Steamship

"DEN OF RUTHVEN"

From PACIFIC COAST and JAPAN.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo impeding discharge or remaining on board after 18th July, will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the steamer or Godowns, and all goods remaining undelivered on 24th July will be subject to rent.

All chafed and otherwise damaged cargo must be left on board or in Godown and examination of same will be held on 23rd July at 9.30 a.m.

All Claims must be presented on or before 28th July otherwise they will not be recognised.

JARDINE, MATHESON
& CO., LTD.
Agents.

Hongkong, July 17th, 1914.

Summit

COLLARS

SHAPE No. 40 WITH LOOK FRONT.

THE DOUBLE COLLAR THAT LOOKS EQUALLY WELL IN EITHER OF ITS SIX DEPTHS: 1 1/4, 1 1/2, 1 3/4, 2, 2 1/4, 2 1/2 inches.

QUARTER SIZES

\$4.50 PER DOZEN.

MACKINTOSH

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MEN'S WEAR SPECIALISTS.

16 DES VŒUX ROAD. 16

WM. POWELL, LTD.

TELEPHONE 346

WASHING ARTISTIC
HANDPRINTED TABLE COVERS

EMBROIDERED

CRASH COVERS

TABLE CENTRES - -

- - TEA COSIES

WHITE MUSLIN CUSHION CASES.

J. ULLMANN & CO.
JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLOWER STREET.



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THE INSTRUMENTS THAT NEVER BREAK DOWN.

DEMONSTRATION DAILY.

ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS

Hongkong & South China.

SEND FOR CATALOGUES.

THE ONE AND ONLY GENUINE TANSAN
CLIFFORD WILKINSON'S

THERE ARE

"TWO DRINKS IN ONE"

IN ALL

THE TANSAN SWEET WATERS

ALL THE FRESHNESS AND GOOD QUALITIES OF THE FINEST FRUITS, TOGETHER WITH SPARKLING, HEALTH-GIVING TANSAN. MAKE THESE THE SAFEST AND MOST WHOLESOME NON-ALCOHOLIC BEVERAGES:

WILKINSON'S TANSAN GINGER ALE,
WILKINSON'S TANSAN LEMONADE,
WILKINSON'S TANSAN TONIC,
WILKINSON'S TANSAN SARSAPARILLA.

NO IMPURITIES CAN GET TO ANY OF THESE.

THE CLIFFORD-WILKINSON TANSAN
MINERAL WATER CO., LTD., KOBE.

SOLE AGENTS

CANDE PRICE & CO., LTD.

Tel. No. 135. 6, Queen's Road Central, Hongkong.

SHIPPING

CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	23rd July
Empress of Asia	5th Aug.
Empress of Japan	19th Aug.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless Apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates, of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI, on 23rd July.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE & MOJI on 31st July.

WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALOUTTA on 2nd Aug.

S.S. "Dihwara," 5,378 tons, Capt. Ramago, R.N.R. will be despatched as above on 6th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, July 17, 1914.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street, MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

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BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

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Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINE.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Emden, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Telex, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Senegambia	17th July
"	Holcalia	25th July
"	Scandia	14th Aug.
"	Sithonia	23rd Aug.
"	Libria	11th Sept.
"	Altmark	18th Sept.
"	Arabia	9th Oct.
"	Württemberg	16th Oct.
Victoria, V'var, S'ile T. & P. (Or.)	Andalusia	2nd Aug.
"	Belgravia	17th Sept.
"	Brasilia	12th Oct.
"	Emden	17th July
Havre, R'dam & Hamburg	Prussen	21st July
M'les, Havre, Bremen & Hamburg	Silesia	27th July
Havre, Emden & Hamburg	Hoerde	29th July
M'les, Hamburg and Antwerp	Markomanna	7th Aug.
Havre, Bremen & Hamburg	O.D. J. Ahlers	22nd Aug.
M'les, R'dam, Hamburg & A'werp	Senegambia	25th Aug.
Havre, Emden & H'burg	Dortmund	10th Sept.
Havre, H'burg & A'werp	Holcalia	15th Sept.
G'ona, Havre & Hamburg	Scandia	12th Sept.
H'burg & Antwerp	Scandia	21st Sept.
Havre, Bremen & H'burg	Scandia	21st Sept.

For Further Particulars, apply to
Hamburg-Amerika Linie,
Hongkong Office.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Iyo Maru Capt. T. 12,000 Hirano Maru Capt. Fraser T. 16,000	{WEDNES., 29th July, at 10 a.m. {WEDNES., 12th Aug. at 10 a.m.

VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimizu and Yokohama	Tamba Maru Capt. T. 12,500 Aki Maru Capt. Noma T. 12,500	{TUESDAY, 28th July, at 4 p.m. {THURS., 13th Aug. at 4 p.m.
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SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda T. 9,600 Kumano Maru Capt. Soyeda T. 9,300	{WED., 29th July, at noon. {WEDNES., 26th Aug. at noon.
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CALCUTTA via Singapore, Penang & Rangoon	Tosa Maru Capt. T. 12,500	{SATURDAY, 12th July.
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BOMBAY via Singapore and Colombo	Penang Maru Capt. Murazumi T. 6,000	{MONDAY, 20th July.
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NAGASAKI, Kobe & Yokohama	Kumano Maru Capt. Soyeda T. 9,600	{TUESDAY, 28th July, at 5 p.m.
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SHANGHAI, Moji and Kobe	Ceylon Maru Capt. Noguichi T. 12,500	{FRIDAY, 17th July.
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KOBE & Yokohama	Kamo Maru Capt. Shimizu T. 9,600	{WEDNES., 29th July, at 11 a.m.
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1 Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class.....	\$135	\$122	\$108	\$95
2nd class.....	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAU	Yingchow	18th July at m'night
SWATOW, AMOY, N'PO & S'hai	Hanyang	19th July at d'light
MANILA, CEBU & ILOILO	Teian	21st July at 4 p.m.
SHANGHAI	Shaohsing	21st July at 4 p.m.
HOIHOW & H'PHONG	Kailong	22nd July at 9 a.m.
WEIHAIWEI & TIENTSIN	Kueichow	23rd July at 10 a.m.
SHANGHAI	Anhui	23rd July at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	25th July at m'night
MANILA, CEBU & ILOILO	Chinhua	28th July at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow"

"Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45, Return \$75.
Do: Hongkong to Tsingtau:—Single \$78, Return \$125.

For Freight or Passages apply to

Telephone No. 36
Hongkong 17th July, 1914.

BUTTERFIELD & SWIRE.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Kourak 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 22nd day of July, 1914.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,
Hotel Manakia, 2nd Floor, Rooms 12a & 14,
Tel. No. 1224.

Hongkong, July 14/1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjihini	JAVA	2nd half July	S'hai	2nd half July
Titaroem	S'hai	2nd half July	JAVA	2nd half July
Tilpanas	JAVA	2nd half July	S'hai	1st half Aug.
Tibodas	JAVA	2nd half July	JAPAN	1st half Aug.
Timah	JAVA	2nd half July	JAVA	1st half Aug.
Tiliwong	JAPAN	2nd half July	JAVA	1st half Aug.
Tjmanoeck	JAVA	1st half Aug.	S'hai	2nd half Aug.
Tjilalajap	JAVA	1st half Aug.	JAPAN	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE
VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.
Tenyo Maru	22,000 - 21 knots	Tues., 25th August.
Nippon Maru*	11,000 - 18 knots	Tues., 8th Sept.
Shinyo Maru	22,000 - 21 knots	Tues., 22nd Sept.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£50. " " £68.10.

First Class to San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDIAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
Aldenhams	4th July.	31st July, 10 a.m.
Empire	1st Aug.	28th Aug. "
St. Albans	22nd Aug.	18th Sept. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Hailang | A. E. Hodgins... | FRIDAY, 24th July at 11 a.m.

FOR AMOY AND FOOCHOW.

Haiching | W. C. Passmore... | TUESDAY, 21st July at 11 a.m.

FOR SWATOW

Haimun | A. H. Stewart... | SUNDAY, 19th July at 10 a.m.

Hailan | J. W. Evans... | TUESDAY, 21st July at 11 a.m.

Haimun | A. H. Stewart... | WEDNES., 22nd July at 11 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

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LOG BOOK.

Plot to Blow up Liner.

A remarkable story of an attempt to blackmail the Cunard Steamship Company and of an alleged plot to blow up the Aquitania, or one of the company's other Transatlantic liners, was told at New York on June 11, following the arrest the previous night of a negro at Bogota, New Jersey. The man, who gave his name as Williams, which, however, is believed to be an alias, was arrested as the result of a successful ruse planned by the detective, in which the Cunard Company pretended to accede to his demand for \$20,000. Three letters to the company contained a threat that, failing payment of \$2,000, dynamite would be placed in the coal bunker of their largest liner, which would be blown up or at least seriously disabled at sea. The company's officials consulted with the police, and pretended to agree to the blackmailer's demand. Communication was opened, and the blackmailer undertook to flash a lantern signal alongside the railway near Bogota, a small station about eight miles from Jersey City, and a Cunard official was to throw a package of notes from a specified train. The Cunard official duly travelled by the appointed train from Jersey City, but he was accompanied by half a dozen armed detectives, and immediately the light was flashed from the wayside the emergency brake of the train was clapped on and the detectives jumped out and arrested the negro.

A German Shipping Feast.

Saturday, June 20, is likely to become a red letter day in the history of Germany's mercantile marine. The launch of the very latest "world's biggest ship," the third of the trio of Hamburg American giants, of which the Emperor and the Vaterland were the first, took place on that date under the personal auspices of the Kaiser. It was the occasion of a spectacular demonstration of the might present and of the ambitious future of the German merchant navy. All the great captains of industry with whom Emperor William loves to consort, to the unceasing chagrin of his merely aristocratic satellites, surrounded the Supreme Sea Lord when the 62,000 ton hull slid into the murky Elbe, and consecrated themselves afresh in its significant presence to "Germany's future on the water." Sir Owen Phillips is doubtless right when he says that Great Britain, beset by the menacing rise of German naval power, has been prone to forget that her merchant marine has been increasing by leaps and bounds no less impressive. But the Germans declare there is still a big sport in front of them if they are ever seriously to menace British supremacy represented by roundly 19,000,000 of registered shipping tonnage, compared to Germany's round 5,000,000.

Tragic Accident at Chittagong. A very regrettable accident occurred at Chittagong (Bay of Bengal) on June 21, resulting in the drowning of the second officer of the Clan Macintosh. At about 1.30 on Sunday morning, the captain of the Clan Macintosh gave orders to the second officer to go and get a gharry for the purpose of taking to hospital one of the firemen who was sick. The second officer came off duty at about 12 o'clock but could not succeed in finding a gharry near the jetties as these are situated a long way from the town. As he was returning to the jetties he met the fourth officer of the Clan Urquhart, who had lost his way, and whom he offered to see safely to his ship. As they approached the Clan Urquhart one of them tripped over a rail and they both fell from the front of the jetty in between the ship and the jetty. The fourth officer happened to fall on a beam below the jetty. His cries soon brought him assistance and he was rescued. But no trace of Mr. L. P. Middleton, the second officer of the Clan Macintosh, could be found, and it is surmised that in falling from the jetty his head must have struck against a pile and that he was unconscious when he reached the water. He was a good swimmer and an athlete, about 30 years of age, and unmarried.

Oysters, Fresh, Fried or Stewed,
Findon Haddock, Kippers &c.
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
S'PORE, Pang & C'utta	Kutsang	Sat., 18th July at noon
MANILA	Loongsang	Sat., 18th July at 2 p.m.
Y'HAMA, Kobe & Moji	Fooksang	Mon., 20th July at noon
SANDAKAN	Hinsang	Mon., 20th July at noon
MANILA	Y'nsang	Sat., 25th July at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Lalsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsang" and "Sulsang" having Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Passengers, and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—Homeward.

For Steamers. Date of Sailing

LONDON & ANTWERP...Den of Ruthven.....19th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, V'VER, ST'LE.

TACOMA & P'LAND.

VICTORIA, V'VER, ST'LE.

TACOMA & P'LAND.

Cargo accepted on Through Bills of Lading to all ports in Europe

and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking

Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTURAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shop, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.S. type Motor and Power Gear.

B.H.P. 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN. AGENTS.

Telegraphic Address—"TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De-spached.
M'les, Havre, Bremen & H'burg	Preussen	H. A. L.	19, July
London & Antwerp	D. of Ruthven	J. M. Co.	19, July
Genoa, Marseilles and Liverpool	Ajax	B. & S.	20, July
London, Amsterdam & Antwerp	Atreus	B. & S.	20, July
London, via Usual Ports of Call	Assaye	P. & O.	21, July
London & Antwerp via S'pore etc.	Nagoya	P. & O.	22, July
N'les, G'oa, A'rs, L'bon S'ton, &c.	Klois	M. & Co.	22, July
Hamburg & Antwerp	Hoerde	H. A. L.	24, July
Havre, Bremen & Hamburg	Silecia	H. A. L.	27, July
Glasgow and Rotterdam	Glenetree	S. T. Co.	27, July
M'ailles via S'gon, S'pore, C'bo,	Atlantique	M. M. Co.	28, July
Port Said			
Marseilles, London & Antwerp	Iyo Maru	N. Y. K.	29, July
via Singapore, &c.	B. & S.	1, Aug.	
Marseilles, Rotterdam etc.	S. W. Co.	5, Aug.	
T'io, Fiume V'ce, via S'pore etc.	Stesia	H. A. L.	7, Aug.
G'noa, Dunkirk & Hamburg	Stesia	H. A. L.	7, Aug.
Havre & Hamburg &c.	M'komannia	H. A. L.	22, Aug.
M'les, R'dam, Hamburg & A'werp	O.D.J. Ahlers	H. A. L.	25, Aug.
Havre, Emden & H'burg	Senegambian	H. A. L.	25, Sept.
H'vre, H'burg, A'werp &c.	Dortmund	H. A. L.	10, Sept.
Genoa, Havre & H'burg	Holsatia	H. A. L.	10, Sept.

NEW YORK, SAN FRANCISCO AND CANADA.

Boston & New York	M. Castle	M. & Co.	18, July
San Francisco & San Pedro	Boasie Dollar	R. D. Co.	27, July
V'ctoria, B.C. & T'mavia S'hai &c.	Canada M.	O. S. K.	27, July
V'cover, via S'hai, Japan etc.	E. of Japan	C. P. R.	27, July
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	27, July
San F'co via K'lung, S'hai & Japan	Indrakuala	J. M. Co.	27, July
Boston & New York	Tamba M.	N. Y. K.	29, July
V'ia, B.C.S'ha via K'lung, S'hai &c.	Andalusia	H. A. L.	2, Aug.
V'ctoria, V'ver, S'tle & P. (Or.)	Chiyo M.	T. K. K.	4, Aug.
San Francisco, via Shanghai,	Royal	A. K. & Co.	5, Aug.
M'la, Japan and Honolulu	Prince	B. & S.	5, Aug.
Boston and New York via Ports	Teucer	O. S. K.	6, Aug.
and Suez Canal	Tacoma M.	O. S. K.	6, Aug.
V'ctoria, Tacoma, Seattle etc.	Den of Airie	J. M. Co.	10, Aug.
V'ia, B.C., T'ma via K'lung, Japan	M'nesota	N. Y. K.	14, Aug.
Victoria, Vancouver, Seattle,	Tenyo M.	T. K. K.	25, Aug.
Tacoma & Portland	Nippon M.	T. K. K.	8, Sept.
Seattle via Nagasaki etc.	Belgravia	H. A. L.	9, Sept.
San Francisco, via Shanghai,	Brasilia	H. A. L.	17, Sept.
M'la, Japan and Honolulu			12, Oct.
San Francisco, via S'hai, Japan etc.			
Vancouver via S'hai, Japan etc.			
Victoria, V'ver, S'tle & P. (Or.)			
V'ctoria, V'ver, S'tle & P'land (Or.)			

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	29, July
Australian Ports via Hongkong	Aldenharn	G. L. Co.	31, July
Australia Ports	P. Waldeemar	M. & Co.	8, Aug.

SINGAPORE, COAST PORTS AND JAPAN.

Manila	Loongsang	J. M. Co.	18, July
Shanghai and Tsingtau	Yingchow	B. & S.	18, July
Nagasaki, Kobe and Yokohama	Goettingen	M. & Co.	19, July
Tamau via Swatow & Amoy	Daigi Maru	O. S. K.	19, July
Swatow, Amoy, N'po & Shanghai	Hanyang	B. & S.	19, July
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	20, July
Yokohama, Kobe and Moji	Fooksang	J. M. Co.	20, July
Kobe	P. Waldeemar	M. & Co.	21, July
Swatow, Amoy and Foochow	Haitan	D. L. Co.	21, July
Moji and Kobe	Colombo M.	N. Y. K.	22, July
S'hai, N'aki, Kobe & Yokohama	Yorek	M. & Co.	22, July
Anping, Takao via S'tow & Amoy	Sosho Maru	O. S. K.	22, July
Hoihow and Haiphong	Kaifong	B. & S.	22, July
Shanghai	Anhui	B. & S.	23, July
S'pore, M'ius & South A'can P.	Salamis	B. L. L.	24, July
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	24, July
S'pore, Pang, Rangoon & C'utta	Toca M.	N. Y. K.	25, July
Sandakan	Hinsang	J. M. Co.	25, July
Shanghai, Kobe & Moji	G. Apar	D. S. Co.	25, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
Shanghai, Kobe & Y'hama	Paul Leat	M. M.	27, July
Nagasaki, Kobe and Yokohama	Kumano M.	N. Y. K.	28, July
S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. Y. K.	29, July
Kobe and Yokohama	Kamo M.	N. Y. K.	29, July
Shanghai	Bohemia	S. W. Co.	1, Aug.
Shanghai, Y'hama, Kobe & Moji	China	S. W. Co.	1, Aug.
Shanghai, Kobe and Yokohama	Vorwaerts	S. W. Co.	1, Aug.
Bombay via Singapore, etc.	Irdo M.	O. S. K.	13, Aug.
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Shanghai, Kobe and Yokohama	Sithonia	H. A. L.	23, Aug.
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Sept.
Batavia, Cheribon, Samarang, &c.	Tijbodas	J.O.J. L.	Q. desp.
Japan	Tijlapij	J.O.J. L.	Q. desp.
Shanghai	Tjikini	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijmah	J.O.J. L.	Q. desp.
Shanghai	Tijtaroom	J.O.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessel.
Hongkong	Kutsang
India	Assaye
Europe	Loongsang
Philippines	Loongsang
Manzanillo	Mexico City
Straits	Koerbor
Shanghai	Hanyang

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessel.
America	Siberia

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Yokohama on July 4, between 2 and 4 p.m.

The C. P. R. s.s. MONTEAGLE left Yokohama on July 13, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Nagasaki at 3 p.m. on July 13, and was due to arrive at Kobe at 3 p.m. on July 14.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on July 9.

AMERICAN MAIL.

The P. M. s.s. SIBERIA with the United States mail left Yokohama on July 13, for Hongkong via Manila, and is expected to arrive at this port on July 25.

The P.M. s.s. KOREA will be despatched from Hongkong for San Francisco, Keelung, Shanghai, K'ao, Yokohama, Shimon, Yokohama and Honolulu on Thursday, July 23, at 1 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this port (via Queensland Ports, Port Darwin, Timor & Manila) on the 11th inst. and may be expected to arrive here on the 1st August.

GERMAN MAIL.

The L.G.M. s.s. DERFFLINGER which left here on Tuesday the 23rd inst. at 11 p.m. arrived at Singapore on Tuesday, the 14th inst. at 3 p.m.

MERCHANT STEAMERS.

The S. L. s.s. DEN OF AIRIE left London on the 21st inst., and is due at Hongkong on the 8th August.

The East Asiatic Co's. s.s. SIAM left Port Said on Monday the 13th inst. and may be expected here on or about 18th August.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 23rd Aug.

The I. L. s.s. INVERCLYDE from New York passed the Suez Canal on the 23rd July, and is due at Hongkong on the 19th July.

The I. L. s.s. INDRAKUALA from Yokohama is due at Hongkong on the 25th July, and will leave for New York via Manila on the 27th July.

The s.s. PRINZ WALDEMAR left Sydney on the 2nd inst. at 3 p.m. and may be expected here on or about the 25th July.

The s.s. INDRADEO passed the Suez Canal on the 7th inst. for Hongkong direct.

The s.s. G. APOAR sailed from Calcutta on the 31st inst. and may be expected here on or about the 21st inst.

The H. A. L. s.s. SENEGAMBIA left Singapore on the 13th inst. p.m. and may be expected here on or about the 19th inst. a.m.

The s.s. YORAK left Colombo on Sunday the 17th inst. p.m. and may be expected here on or about Wednesday the 22nd inst.

The Bank Line s.s. SALAMIS left Bangkok on Sunday 12th July, p.m. and may be expected here on Saturday, 18th inst., at daylight.

The Bank Line s.s. DUNERIC left Bangkok on Monday, 13th July, and may be expected here on the 20th inst.

The s.s. GOETTINGEN left Singapore on Tuesday the 14th inst. at 6 p.m. and may be expected here on or about Monday the 20th inst. at 6 a.m.

The s.s. ZAFIRO left Manila on Wed., the 15th inst. and is due here on Saturday, the 18th inst. at daylight.

The Moral Line s.s. LENNOX sailed from the United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.

VESSELS IN PORT.

Steamers.

Bourbon, Fr. s.s. 537, L'var Naut, 28th ult.—Salger, Gen.—Chinese.	Saxon Monarch, Br. s.s. 3624, A. Walker, 26th ult.—Philadelphia, Case, 26th ult.—S.O. Co.	Seargeoon, Br. s.s. 3722, V. Graves, 26th ult.—Singapore, 26th ult., Gen.—Chinese.	Rajatan, Ger. s.s. 1189, C. Wolf, 28th ult.—Bangkok, 19th ult., Rice—B. and S.	Benderan, Br. s.s. 12585, D. E. Calley, 2nd inst.—Singapore, 26th ult., Gen.—G. L. & Co.	Aldenharn, Br. s.s. 2410, G. L. Smith, 4th inst.—Manila, 2nd inst., Gen.—G. L. & Co.	Fooshing, s.s. 1423, H. Alcock, 7th inst.—Haiphong, 5th inst., Coal—J. M. & Co.	Hopsang, Br. s.s. 1359, C. A. Robertson, 6th inst.—Moji, 3rd inst., Coal—J. M. & Co.	Rhesus, Br. s.s. 4995, James Inkster, 7th inst.—Shanghai, 4th inst., Gen.—B. & S.	MarK, Ger. s.s. 4019, Loewe, 8th inst.—Singapore, 2nd inst., Gen.—M. & C.	C. Jel. on, Ger. s.s. 951, Jacobson, 9th inst.—Swatow 8th inst., Rice—Chinese.	Hinsang, Br. s.s. 1835, A. C. Kennedy, 10th inst.—Sandakan, 4th inst., Coal—J. M. & Co.	S'govz, Ger. s.s. 3707, O. Gelsel, 10th inst.—Fochow, 7th inst., Gen.—H. A. L.	Canada Maru, Jap. s.s. 3750, H. Yamamoto, 11th inst.—Shanghai, 8th inst., Gen.—O. S. K.	Petchaburi, Ger. s.s. 1373, C. Gesswisch, 10th inst.—Bangkok, 26th ult., Rice—B. & S.	Demodocus, Br. s.s. 6639, A. E. Dodd, 12th inst.—Singapore, 7th inst., Gen.—O. S. K.
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TIDE TABLE.

13th July, to 19th July, 1914.

Day	High Water	Low Water	High Water	Low Water
Day	Time	Time	Day	Time
Mon. 13	10 31	4 31	Tues. 14	10 31
Tues. 14	11 31	5 31	Wed. 15	11 31
Wed. 15	12 31	6 31	Thur. 16	12 31
Thur. 16	1 31	7 31	Fri. 17	1 31
Fri. 17	2 31	8 31	Sat. 18	2 31
Sat. 18	3 31	9 31	Sun. 19	3 31

m morning. n afternoon.

SUMMER EXCURSIONS TO JAPAN BY THE STEAMERS OF CANADIAN PACIFIC S.S. LINE. PACIFIC MAIL S.S. CO TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00, KOBE \$135.00, YOKOHAMA \$150.00

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port, so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

From JAPAN.

To JAPAN.

YAMATO									
	YAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	STEAMER	HONGKONG LEAVE	NAGASAKI ARRIVE	KOBE ARRIVE	YAMA ARRIVE
ed	July 10	July 12	July 12	July 12	KOREA	July 12	July 12	July 12	July 12
10	July 17	July 19	July 19	July 19	BIBERICA	July 19	July 19	July 19	July 19
11	July 17	July 19	July 19	July 19	SHIMAZU	July 19	July 19	July 19	July 19
12	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
13	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
14	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
15	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
16	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
17	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
18	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
19	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
20	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
21	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
22	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
23	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
24	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
25	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
26	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
27	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
28	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
29	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
30	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
31	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
32	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
33	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
34	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
35	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
36	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
37	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
38	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
39	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
40	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
41	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
42	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
43	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
44	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
45	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
46	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
47	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
48	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
49	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
50	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
51	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
52	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
53	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
54	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
55	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
56	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
57	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
58	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
59	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
60	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
61	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
62	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
63	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
64	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
65	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
66	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
67	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
68	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
69	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
70	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
71	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
72	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
73	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
74	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
75	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
76	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
77	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
78	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
79	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
80	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
81	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
82	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
83	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
84	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
85	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
86	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
87	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
88	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
89	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
90	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
91	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
92	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
93	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
94	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
95	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
96	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
97	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
98	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
99	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19
100	July 17	July 19	July 19	July 19	YAMATO	July 19	July 19	July 19	July 19

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, JULY 17, 1914.

COMPANY REPORT.

The Shanghai Dock and Engineering Co., Ltd.

The report of the Board of Directors of the Shanghai Dock and Engineering Co., Ltd., for presentation to the eighth annual general meeting, to be held at the Head Office, 26, Broadway, to-day, is as follows:—

Gentlemen.—The Directors submit herewith their report and statement of accounts made up to April 30th, last.

The net profits for the year ended the 30th. April, 1914, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to Tls. 313,508.12.

This amount the Directors recommend to be dealt with as follows:

A dividend of Tls. 5 per share absorbing Tls. 276,000.00 Amount to be carried forward to New Account—Tls. 37,508.12

Tls. 313,508.12 The only change in the Directoriate during the year under review was the resignation of Mr. D. Landale, and the election of Mr. O. E. Anton to fill the vacancy.

In accordance with Paragraph 98 of the Memorandum and Articles of Association, two of the Directors, Messrs. A. M. Marshall and Carl Michelau, retire, the latter, being eligible, offers himself for re-election.

Owing to his approaching departure from Shanghai, Mr. A. M. Marshall does not offer himself for re-election, and the Directors will propose the election of Mr. E. O. Richards to fill the vacancy.

The accounts have been audited by Messrs. Lowe, Bingham and Matthews, who offer themselves for re-election.

Profit and Loss Account. To Directors, Auditors and Agents' Fees Tls. 8,400.00

Depreciation of Investments Tls. 1,174.29 Balance Tls. 313,508.12

Tls. 323,082.41 By Balance brought forward Tls. 180,116.29 Less Dividend of 3 per cent. declared 15/7/13 Tls. 185,000.00

Tls. 14,516.29 Unclaimed Dividends 155.00 Transfer Fees Collected during year 101.61

Interest received and estimated accrued on Investments, Deposits and Current Account with Bank less interest on Cash Deposits with Company Tls. 18,787.69

Transfer from General Working Account Tls. 289,541.82 Tls. 323,082.41

Balance Sheet. CAPITAL AND LIABILITIES.

Capital Account:—Registered Capital, 55,700 shares at Tls. 100 Tls. 5,570,000.00

Subscribed Capital, 55,185 shares issued at Tls. 100 fully paid up Tls. 5,518,500.00

15 shares at Tls. 100 due members late S. O. Farnham, Boyd and Co., Ltd. to be issued on application 1,500.00

55,200 Shares Tls. 5,520,000.00 Reserve Fund:—Balance of reserve taken over from S. O. Farnham, Boyd and Co. Ltd. 500,000.00

Depreciation Account:—Transfer from Reserve

Fund taken over from S. O. Farnham, Boyd and Co., Ltd. 500,000.00 Sundry Creditors:—Local Bills, etc. 111,880.41 Employees, for Deposits 4,825.00

Directors, Agents and Auditors' Fees 7,900.00 Unpaid Dividends 1,403.00 Tls. 124,608.29

Profit and Loss Account Balance Tls. 313,508.12 Tls. 6,959,517.41

Property Account:—Land:—Old Dock, Cosmopolitan Dock, International Dock, Tunkadco Dock, New Dock, Pootung Engine Works 1,729,419.03

Docks, Bundings, Wharves and Walls:—At all establishments 1,244,106.27 Harbour Mooring Buildings:—At all establishments 466,276.85

Machinery and Plant:—At all establishments 1,137,478.92 Tools, Patterns and Gear:—At all establishments 94,295.95

Steamers, Launches, Vessels:—Pontoon, Steam Dredgers, Pile-drivers, etc. 74,925.87

Furniture:—Office and Drawing Office Furniture, drawing materials, and appliances, plans, etc. 16,800.00

Stock Account:—Value of Materials on hand 901,001.13 Sundry Debtors:—Accounts in course of collection, etc. (including value of completed portion of unfinished work, Tls. 208,539.19)

less reserve for bad and doubtful debts 435,782.41 Investments and Deposits:—6 North-China Insurance Co., Ltd. 29 Hall & Holtz, Ltd. 13 Yangtze Insurance Association Ltd. 1 Hongkong Fire Insurance Co., Ltd. 10 Canton Insurance Office, Ltd. 170 Shanghai Mutual Telephone Co., Ltd. 180 Koochen T'p'ing & Tow Boat Co., Ltd. Tls. 20,036.41

Note.—There is a small contingent liability for uncalled capital on certain of above investments.

Hongkong and Shanghai Banking Corporation Fixed Deposits 373,512.50

Telegram Deposit 175.00 Mortgage on Security 100,000.00 First Mortgage Debenture 90,000.00

Cash. In hand 1,088.81 At Bank Current Account 74,173.04

At Bank Dividend Account 540.50 Tls. 75,802.35 Tls. 6,959,517.41

Jas. H. Osborne, Secretary. John Prentice, H. A. J. Maury, C. E. Anton, A. M. Marshall.

Auditors' Report to the Shareholders of the Shanghai Dock & Engineering Co., Ltd.

We have audited the above Balance Sheet with the books and accounts of the Company and have obtained all the information and explanations we have required. It is considered that the Tls. 500,000.00 standing to the credit of Depreciation Account is amply sufficient to cover any depreciation of the Company's fixed assets. The stocks of materials and their values have been certified by the Manager and Secretary; the values of the machinery, plant, tools and work in progress have been certified by the Manager. Subject to the foregoing, such Balance Sheet is in our opinion properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given us, and as shown by the books of the Company.

LOWE, BINGHAM AND MATTHEWS, Auditors. Shanghai, July 3, 1914.

FLOOD RELIEF FUND.

Big Chinese Bazaar Planned.

To Last Seven Days, Beginning on the 28th inst.

A meeting was held last night at the offices of the Confucian Society to discuss the advisability of holding a bazaar in aid of the Flood Relief Fund. In spite of the inclemency of the weather, there was a large attendance. The Hon. Mr. Lau Chu-pak was voted to the chair. After some explanatory remarks by the Chairman concerning the object of the meeting, it was decided to hold a bazaar at the Tung Ting Restaurant at Kennedy Town in aid of the Flood Relief Fund, for seven days, commencing from the 28th inst.

The following regulations were adopted at the meeting:—

1. This society shall be called the Kwong-Tung Flood Relief Bazaar Society of Hongkong.

2. All those who subscribe money or send articles or render services to the Society shall become members of the Society.

3. Subscribers of \$25 and upwards shall become honorary members of the Committee. Those who take part in the management of the affairs of the Society shall become members of the Executive Committee who shall, from among themselves, elect a President, a Vice-President, four Treasurers and three Secretaries.

4. The organization of the Bazaar and management of all affairs shall be left in the hands of the President and the Executive Committee.

5. It shall be the duty of the Executive Committee to select a site for the bazaar, and to use their influence with the charitable disposed persons to make gifts in the shape of articles, which shall be sold at the bazaar.

6. The proceeds of the sale of all articles, together with the subscriptions collected, shall, after deducting therefrom the expenses of the bazaar, be appropriated for the relief of the flood sufferers.

7. Admission to the bazaar shall be by ticket. The cost of a ticket shall be 20 cents.

8. All those who take part in the management of the affairs of the bazaar shall give their services gratis, and find their own food. This regulation, however, shall not apply to the employees of the Society.

9. The bazaar shall be open each day from 2 p.m. to midnight, for a period of seven days. Those who shall take charge of the stalls shall be divided into two

BANKRUPTCY CASE.

Receiving Order Made Against Chinese Firm.

In connection with the affairs of the Shen Chuen Firm, the Chief Justice, Mr. Justice Gompertz, to-day heard an ex parte application by Mr. Grist, of Messrs. Wilkinson and Grist, on behalf of the Tung Shing Cheung Firm, for a receiving order to be made against the first-named firm.

Mr. Grist said that this was an ordinary creditor's petition. It was in the usual form and the two acts of bankruptcy alleged were, firstly, that the managing partner had absented himself from Hongkong, and that notice had been given to the creditors that the firm had suspended payment. The trustees, who had been appointed in Chinese fashion, had in their hands about \$30,000. They had not distributed, and they were neglecting to collect any further money.

The receiving order was made.

batches to take their turn alternately.

10. From the commencement of the bazaar, the Executive Committee shall meet at the bazaar at 7 o'clock each night for the despatch of business.

11. The members of the Executive Committee shall not refuse to take up the duties allotted to them.

12. The members of the Executive Committee shall each pay \$5 for a rosette.

The following officers were elected viz:—President, Hon. Mr. Lau Chu-pak; Vice-President, Mr. Ho Kom-long; Treasurers, Messrs. Chan Kai-ming, Un Kam-wa, Li Po-kwai and Li Kai-kam; Secretaries, Messrs. Ip Lan-chuen, Lo Cheung-shiu and Yeung Pik-chi.

Amongst the other members of the Executive Committee are:—Messrs. Chan Kang-yue, Ma Ying-pin, Ho Fook, Chan Ha, Choy Cheong, Choy Hing, Ma Wing-shan, Ng Hon-tee, Chan Lok-chuen, Ip Sau-chi, Chan Chen-hing, Ma Luk-sun, Chou Siu-ki, U Ho-chau etc., etc.

A sum of over \$10,000 has so far been subscribed towards the cost of articles to be sold at the bazaar. The landlords and proprietors of the Tung Ting Restaurant have kindly agreed to place the building at the disposal of the Society, free of rent.

Tung Wa Fund. We have received a further list of subscriptions to the Tung Wa Hospital Relief Fund. The fund now totals \$108,821.51.

Harbour Offence. At the Marine Court, this morning, two Chinese who allowed their lighters to remain in the cable reservation, were fined \$15.

Lecture. A lecture, which all officers not on duty are to attend, will be given by Lieut-Colonel F. Ren-nick, 40th Pathans, on Thursday, July 30, at 11.20 a.m. in the R.A. Theatre, Victoria Barracks. Subject—"The Events after Waterloo."

Promotion. The following is an extract from the London Gazette, dated June 16:—The King has approved the promotion of the following Officer of the Indian Army:—Second-Lieutenant Eric Hubert Gray, 74th Punjab, to be Lieutenant. Dated 24th April, 1914.

Leave. Leave on private affairs, to the neighbouring countries, is granted to Major G. B. Crisp, R.A.M.C., from August 5 to September 30.

Mr. HOMER CROY.

AMERICAN HUMOROUS WRITER IN HONGKONG.

Thinks Hongkong Wants Waking Up.

An interesting visitor to Hongkong just now is Mr. Homer Croy, one of America's younger generation of humorists, who is touring the world on behalf of *Leslie's Weekly*.

Mr. Croy is author of "When to Lock the Stable," and is a frequent contributor to many well-known American papers and magazines; and this morning he gave to the *Telegraph* some interesting views on the subject of humour in general.

"I used to write tragedy and serious stuff," he said: "but I find it easier to live by amusing the American public."

This, in his own words, is how Mr. Croy started his journalistic and literary career:

"My first job was working on the local paper. I received three dollars a week—every week, rain or shine. I was the best leg reporter the paper ever had. I could walk farther and ask more questions getting a two-line local paragraph than any other person ever employed on the paper. The first two weeks, about the only stories I turned in were happenings in my own family. My father couldn't shut the front door without my having it in the paper. One day the Editor called me in and said, 'I'm afraid I'll have to dispense with your services; there aren't enough Croys taking the paper to make retaining you profitable.' Taking the hint, I resigned. Eventually I got a job on a paper in St. Louis—filling the fire buckets. The editor said he thought I was gifted in this line, and the home paper spoke of it as 'a lucrative position.'"

"When they found they could get along without me, I went to New York and got a job with a press agent. My principal duty consisted in telling him when to duck out of the side door. Then I got a job on a magazine, and pretty soon found one of my own. Personally I am tall—with a high, backward forehead, getting more backward each year. It won't belong before it can be seen by the people in the row behind."

As has occasionally been done before by Americans, Mr. Croy is making notes for a book on China; but with this reservation—that it is to be avowedly comic instead of characterised by unconscious humour. In this way it should be a great success. In his writings he follows the more subtle aspects of fun, and so his work forms a useful counterblast to what has been termed "the heavier type of jest, which, till recently seems to have satisfied most American humour readers."

"American humour," said Mr. Croy consists mostly in exaggeration; personally I believe in, if anything, under-estimating the force and possibilities of a funny situation. Now I am just reading your man, W.W. Jacobs, for the first time, and I must say I like him immensely, though I don't believe he would make much of a hit in America—at present. His points are a little too fine. We Americans are just beginning to learn. Our notion of humour is still a little of the "slap-stick" order; seeing matter for laughter in a chair's being pulled from under a man; and therefore I say that the time has not yet come for Jacobs to be appreciated over the other side.

"One leading difference that I find between English and American humour is that the English tends more towards playing on words, while the American consists largely in happy comparisons. To give an instance: where, in connection with the word 'typewriter,' an Englishman will at once turn the joke on the double meaning of the word—the machine and the girl—the American will content himself with saying that the typewriter makes a noise like an ungreased waggon-wheel."

"Admittedly the English have a better and bigger command of words than we have but, in addition to this, they have for more men than we, who have succeeded in embodying their humour in fiction form, and so preserving it for future generations; whereas, with the exception of Mark Twain and a few others, some of our people's cleverest work has been in the shape of fugitive papers and short paragraphs, which have stood no chance of being preserved."

"But, how about Artemus Ward?" Mr. Croy was asked.

"Will you be surprised to know that Artemus Ward is no longer read?" was the reply. "You have to remember that fashions in this sort of thing are continually changing. The early humour consisted very largely in mis-spelling words. Then came another phase: spelling the words correctly, but writing ungrammatically. People got tired of these, and have now entered on the new phase of correct English and finer and more subdued humour. I believe that Bill Nye is the only one of the old funny men who will live; and to my way of thinking he was a greater man than Mark Twain; but he laboured under the disability that I have mentioned, namely: that, with one or two exceptions, he only handled real humour in short 1,000 word articles, many of which have been lost to us. In actual fact, Bill Nye said more witty things in half his lifetime than Mark Twain in the whole of his."

"I myself like the thinking humour. Here is an example—not my own. Two shop girls were debating as to what they should buy a third for a present. One said, 'I thought of buying her a book.' 'Oh,' said the other one; 'but she's got a book.' 'Here's another, my own, this time. A father was taking his little daughter along the seashore; and, to keep her amused for a few minutes, he said, 'Look here, Mary; if you can find two pebbles exactly alike, I'll give you a dollar.' The father thought he would now be left in peace; but the next moment the kiddie ran up. 'Papa,' she said; 'I've got one of them.'"

"What's the funniest thing you've seen in Hongkong?" asked the interviewer; whereat Mr. Croy replied somewhat gloomily.

"Hongkong doesn't seem the sort of place to provide humour. In the North I saw a couple of burrs growing on the Great Wall of China which I had expected to find just an ordinary wall about a foot thick, with lovers' initials carved out all over it; and in Canton I saw a flea-trap. Those things were funny in their way; but I guess Hongkong's just about the most lugubrious place I've struck. Everyone takes himself so thundering seriously. If you ask information on the simplest matter, the man to whom you're speaking gives it with the air of the most profound wisdom, and every other man you meet goes along as if the whole weight of the responsibilities of the Colony rested on his individual shoulders. I guess Hongkong would do with a little waking up."

To-morrow's Auction. To-morrow, at 11 a.m., Mr. G. P. Lammert sells at his sales room a portion of the stock-in-trade of a well-known tailor's shop.

THE LATE MR. A.G. STEEL.

Cricketers all over the world, and not least in Australia, will lament the death of Mr. A. G. Steel, famous in the late seventies and early eighties both as batsman and bowler. He came of a cricketing ancestry and his triumphs began as Marlborough, where he captained the school eleven for two years.

On going to Cambridge he achieved the distinction, never before or since equalled by an undergraduate, of heading the English bowling averages. He at once became an All England cricketer, played eleven times for the Gentlemen against the Players at Lords, and took part in thirteen Test matches against the Australians. He was a stalwart member of Mr. Ivo Bligh's touring team. Mr. Steel was really the first bowler to devise the art of concealing from the batsman the way the ball was going to break, and Mr. Edward Lytton, who kept wicket for him so often, used to say that he was never quite sure how the ball was going to turn. Mr. Steel was a famous Admiralty lawyer, and, at the time of his death, was Recorder of Oldham. I remember two characteristic things done in the field by "A.G." Playing against the Australians at Liverpool he captured the most formidable batsman of a great smiting side, when that player was well set and as comfortably "in possession" as a bailiff, by creeping up close to the wicket unseen, a manoeuvre for which he used the umpire as an effective screen, and thereby snapping up an impossible catch. It was a painful surprise to the batsman. The other episode was also in a match against Australia. "A.G." was captain of the English side and the Australian batsmen were making hay of "A.G.'s" best medium paced bowlers. At last he took the blanket off his dark horse; i.e., put on a quite unknown West-country fast bowler whose considerable merits had attracted "A.G.'s" discriminating notice. The new bowler peeled off his sweater, and prepared, under the watchful eyes of the Australian champion, to loosen his arm by sending down the usual practice balls. "A.G." stopped him peremptorily. "Bowl at the wickets, man," he said, "don't give your hand away to begin with." That bowler's first ball knocked the leading batsman's middle stump almost as far as longestop.

Returned from Leave. Police Sergeants Sutton and Paterson have returned to the Colony after being home on leave. Sergeant Marks has had an extension of leave, and is due in about two months' time.

Dog-owner Prosecuted. Mr. W. Davies, of the Seaman's Institute, was charged this morning, at the Police Court, with allowing his dog out without having its muzzle on. The case was remanded until to-morrow.

Anarchists in London. Members of the International Anarchist Group are gathering in London for the annual conference of delegates from all parts of the world, to be held at Hackney towards the end of August.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochran	Cruising
Atlas	Admiralty tug	710	2	900	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	390	6	1,400	Lt.-Com. Preston Thomas	Hongkong
Cadmus	British sloop	1,070	6	1,400	Capt. M. S. Fitzmaurice	Yangtze
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	500	—	7,500	Lt.-Com. H. T. England	Weihaiwei
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Yangtze
Colne	Torpedo-boat destroyer	560	4	7,500	Comdr. Seymour	Weihaiwei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo-boat destroyer	560	4	7,500	Lt.-Com. G. A. Mullock	Weihaiwei
Kiasha	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Kennett	Torpedo-boat destroyer	560	4	7,500	Lt.-Com. F. A. H. Russell	Weihaiwei
Merlin	Surveying ship	1,040	—	—	Lt.-Com. O. J. B. Gibson	Labuan
Minotaur	1st class cruiser	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
McCorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Ribble	Torpedo-boat destroyer	560	4	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for submarines	980	—	1,400	Lt.-Comdr. Cromie	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Teal	River gunboat	180	2	800	Lt.-Com. Hon. S. P. B. Russell	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. G. F. L. Page	Weihaiwei
Triumph	Battleship	11,915	—	12,500	Act. Comdr. A. Sussmann	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Anstruther, O.M.G.	Hongkong
Uak	Torpedo-boat destroyer	500	—	7,500	Lt.-Comdr. J. O. Borrett	Weihaiwei
Welland	Torpedo-boat destroyer	500	—	7,500	Lt.-Com. Poignard	Hongkong
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 38.	—	—	—	—	Lt. Pope	Hongkong
C. 37.	—	—	—	—	Lt. McGillivray	Hongkong
C. 38.	—	—	—	—	Lt. J. Gaines	Hongkong
T.B. 035.	—	—	—	—	Lt.-Com. Handley	West River
T.B. 030.	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 037.	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 038.	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral Jerram, K.C.B., C.V.O., O.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON CHINA AND JAPAN STATION.

French.

Montcalm	Armoured cruiser	11,000	—	20,000	Capt. Vianx	
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Davelny	Shanghai
Decidée	Gunboat	645	10	1,000	Lieut. Matha	
Argus	River gunboat	180	6	570	Lieut. de Madrilie	Canton
Vigilante	Gunboat	123	7	500	Lieut. Lecadet	Canton
Feiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lieut. Millot	Tehong-king
* Flagship of Rear-Admiral Huguet, Commander-in-Chief, the French China Station						
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Martel	Saigon
Fronde	Destroyer	350	7	303	Lieut. Therioine	Saigon
d'Iherville	Destroyer	—	—	—	Capt. de Frigate Andemar	Shanghai
Pistolet	Destroyer	130	7	300	Comdr. Castagne	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com.	Saigon
* Flagship of Commodore Paris de Boissieu, Commanding the local defence Indo-China.						

Emden	Cruiser	3,800	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	28,000	Captain Bruninghaus	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Lucas	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firle	Yangtze
Boharahorst	Flagship	11,800	36	28,000	Capt. F. Scholtz	Tsingtau
E. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Figer	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obt. S. S. Dressler	Yangtze
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhaes Correa M	

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	"
A-8	—	—	—	—	Ensign H. L. Rabell Daffer	"
A-7	—	—	—	—	Ensign B. L. Wood	"
Albany	Protected cruiser	3,480	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. O. S. Keller	"
Callao	Gunboat	243	8	250	Lieut. S. M. La Bounty	Canton
Chancery	Torpedo-boat destroyer	420	7	8,000	Lt. J. O. Jennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Dacatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	"
Eleanore	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Maxwell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. Y. R. Lowe	Cavite
Monadnock	Monitor	3,990	6	3,000	Lt. Y. R. Lowe	Olongapo
Montezuma	Monitor	4,084	4	5,277	—	"
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cavite
Picotaque	Sea going tug	854	2	1,800	—	"
Pompey	Repair ship	3,085	—	—	—	"
Samar	River boat	—	—	—	Lt.-Com. O. W. Coles	Canton
Wilmington	Cruiser	—	—	—	Com. H. H. Hough	Hongkong
Saratoga	Flagship	—	—	—	J. H. Dwyton	Shanghai
Galveston	Cruiser	—	—	—	Com. R. H. Leigh	"

MARKET PRICES.

Hongkong July 6, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	... lb.	12
" Corned, — Ham Ngau Yuk	20
" Roast, — Shiu	22
" Breast, — Ngau Lam	18
" Soup, — Tong Yuk	18
" Stew, — Ngau Yuk Pa	22
" do, — Sirloin Ngau Lau	35
" Sausages, — Ngau Chung	20
Bullock's Brains, — Know	... per set	12
" Tongue fresh, — Ngau Li	... each	60
" Corned, — Ham Ngau Li	0
" Head, — Ngau Tau	\$1.20
" Heart, — Ngau Sun	14
" Hump, Salt, — Ngau Kin	24
" Feet, — Ngau Kaki	8
" Kidneys, — Ngau Yiu	12
" Tail, — Ngau Mei	12
" Liver, — Ngau Kon	12
" Tripe (undressed), — Ngau To	7
Calves' Head & Feet, — Ngau-chai-tau-kark	... set	\$1
Mutton Chop, — Young Pai Kwat	25
" Leg, — Young Pai	25
" Shoulder, — Young Shau	24
" Chittlings, — Chu Chong	27
" Brains, — Chu Know	... per set	2
" Feet, — Chu Kark	12
" Fry, — Chu Chak	3
" Head, — Chu Tau	17
" Heart, — Chu Sun	10
" Kidneys, — Chu Yiu	... pair	8
" Liver, — Chu Con	14
Pork, Chop, — Chu Pai Kwat	23
" Corned, — Ham Chu Yuk	—
" Leg, — Chu Pei	27
" Fat or Lard, — Chu Yau	—
Sheep Head and Feet, — Chu Tau Kark	... set	65
" Heart, — Young Sun	7
" Kidneys, — Young Yiu	10
" Liver, — Young Con	25
Smoking Figs, To Order, — Chu Cha	22
Suet, Beef, — Sang Ngau Yau	18
" Mutton, — Sang Young Yau	24
Veal, — Ngau Chai Yuk	19
" Sausages, — Ngau Chai Chung	20

肉食

Shahn—Wankau Y	lb 35
Salmon—PS	10
Sao Yark—Yu	12
Shrimps, — Ha	28
Snapper, — Lap Yu	32
Soles, — Tat So Yu	28
Tench, — Wan Yu	18
Turbot, — Cho How Yu	20
Turtles, small, fresh water, — Kork Yu	20
White Bait, — Ngau Yu Chai	—

FRUITS.

Almonds, — Hung Yan	lb 30
Apples (California) — Kam San Ping Kho	25
" (Ohio) — Tin Chun Ping Kho	—
" Small, — Hoi Tong	—
" Custard, — Fan Lai Chi	each
Bananas, fragrant, Canton, — San Shing Hong Chiu	... lb 4	
" (brides), Macao, — San Heung Chiu	—
Chestnuts, Chinese, — Foong Lut	—
Carambola, — Young Tse	—
Cocoanuts, — Yeh Tse	each 12
Lemons, China, — Ning Moong	lb 8
" America, — Kum San Ning Moon	8
Lichees Dried, — Lai Chi, small Stone	60
" Fresh	—
Limes (Siam), — Sai Kung Ning Moong	... each	10
Mango, Manila, — Lui Sung Moong	8
Mangosteens, — San Ohuk Tse	... doz	25
Oranges, (Canton) — San-shing Tim Ching	... lb	15
" Sweet	—
Pears, (American), — San Shoot Lay	—
" (Canton), — San Shoot Lay	20
Peanuts, — Fa Sang	10
Persimmons Large, — Hung Ohie	—
Pine-apples, 1st quality, — Poon Ti Paw Law	... each	12
" 2nd, — Chung-tang Paw Law	10
Plantain, — Tai Chou	lb 3
Plums, — Swatow, Hung Lai	8
Pumelo, Siam, — Chim Lo Yau	each 6
" Shanghai, — Lo Kwat	—
Walnuts, — Hop Tuo	lb 15
" Green, — Sang Hop Tuo	—
Water Melon, — (Am.) Kom San Sai Kwa	... each	14
" (China) Sai Kwa	—
Grapes, — Sang Po Tai Tse	15

菓子

杏仁	金平	瓜	瓜
花生	金平	瓜	瓜
芝麻	金平	瓜	瓜
核桃	金平	瓜	瓜
板栗	金平	瓜	瓜
松子	金平	瓜	瓜
榛子	金平	瓜	瓜
腰果	金平	瓜	瓜
椰子	金平	瓜	瓜
荔枝	金平	瓜	瓜
龙眼	金平	瓜	瓜
桃子	金平	瓜	瓜
李子	金平	瓜	瓜
杏子	金平	瓜	瓜
苹果	金平	瓜	瓜
梨子	金平	瓜	瓜
葡萄	金平	瓜	瓜
香蕉	金平	瓜	瓜
菠萝	金平	瓜	瓜
蜜橘	金平	瓜	瓜
柚子	金平	瓜	瓜
橙子	金平	瓜	瓜
橘子	金平	瓜	瓜
柠檬	金平	瓜	瓜
青柠	金平	瓜	瓜
佛手	金平	瓜	瓜
金桔	金平	瓜	瓜
蜜柚	金平	瓜	瓜
文旦	金平	瓜	瓜
琯溪蜜柚	金平	瓜	瓜
平和蜜柚	金平	瓜	瓜
诏安蜜柚	金平	瓜	瓜
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K.O.Y.L.I. BOXING.

Good Evening's Sport at Singapore.

The second half of the boxing tournament at Tangle Barracks was concluded in the Tivoli Theatre last evening, says the Singapore Free Press of July 10, before a large and enthusiastic gathering. As on the previous evening the contests were divided into two classes, "A" and "B." Men who had previously fought came in the former and men who were novices were grouped under the latter. There were some 13 bouts, with a single exception, of three rounds. About half of these were between men relegated to class "B." The fighting in both classes was of an excellent order. Special interest was shown in the class "B" contests, which were keenly fought, the men exhibiting a keen desire to figure in future tournaments.

The officials were: Referee, Capt. H. K. Hughes; Judges, Messrs R. Braddell and Fulcher; Timekeeper, Coy. Sgt. Major A. Robinson; and M.C., Sgt. Major G. Lewis.

The programme was gone through as follows:—

Class A. L. Lewis K.O.Y.L.I. 9.4 v. Pte. Walker K.O.Y.L.I. 9.4.

Both men went slowly in this bout, so much so that the referee stopped the fight.

Class B. Pte. Phillips, K.O.Y.L.I. 10.9 v. Gnr. Marsh R.G.A. 10.9.

This was a whirlwind encounter during which each took heavy punishment. In the last round Phillips went to the boards repeatedly and Marsh was given the victory.

Class A. Pte. Callery K.O.Y.L.I. 8.7 v. Pte. Strange, K.O.Y.L.I. 8.11.

Both men fought well and were so evenly matched that an extra round was ordered. In this round Strange won a capital bout.

Class B. Pte. Lambert, K.O.Y.L.I. 10.6 v. Gnr. Smith, R.G.A. 10.8.

Smith had the longer reach, but the K.O.Y.L.I. was more clever and hit hard. In the second round Smith gave up and retired with a damaged eye.

Class A. Pte. Amory, K.O.Y.L.I. 10.5 v. Pte. Baker, K.O.Y.L.I. 10.6.

These two fought gamely. Amory was the stronger and used his weight, but Baker was quicker and more scientific. The latter won on points.

Class B. Pte. Moran, K.O.Y.L.I. 9.12 v. L/c Page K.O.Y.L.I. 9.12.

Moran had a good style. Page got in some good swinging blows but was knocked out by a useful solar plexus punch.

Class B. Pte. Way, K.O.Y.L.I. 8.4 v. Boy Norman, K.O.Y.L.I. 8.2.

Norman gave a very plucky exhibition and secured a popular victory.

Class A. Cpl. McMillan, K. O. Y. L. I. 10.10 v. Pte. Platts, K. O. Y. L. I. 10.6.

McMillan got the best of a very warm fight.

Class A. Pte. Miller, K.O.Y.L.I. 9.13 v. L/c Wragg, K. O. Y. L. I. 10.4.

A rather unattractive struggle won by Miller.

Class B. Pte. Martin, K.O.Y.L.I.

11.4 v. Gnr. Miller, R. G. A. 11.3. In the first round Martin knocked his opponent out with a straight left to point.

Class B. Pte. Digby K.O.Y.L.I. 10.7 v. Pte. Drake, K. O. Y. L. I. 10.6.

Drake was the more scientific and won on points.

Pte. Pike, K.O.Y.L.I. 8.6 v. Pte. Steeples, K. O. Y. L. I. 8.4.

Class A. Six Round Contest between Cpl. Marriott 10.11 and Pte. Wilson 10.12. This opened steadily, but warmed up after the first round. The boxers were very evenly matched and in splendid condition. Although Marriott had the advantage of reach the exchanges were equal throughout six rounds and the match ended in a draw.

The promoters of the K.O.Y.L.I. boxing tournaments are endeavouring to make them regular quarterly fixtures. In order to dispel any misunderstanding that may exist on the subject they are anxious that it should be clearly understood that civilians are heartily welcome at the contests and will always be provided with comfortable accommodation. Arrangements are being made for contests of special interest in the near future which will include some between Garrison men and the crews of war vessels visiting Singapore.

Motor-Car Accident at Chobham.

A taxicab conveying a party of racegoers from Brighton to Ascot races collided, on June 17, with a motor-car containing Lord Forester and his valet, who were travelling to London.

The vehicles met at cross-roads at Chobham, and the car, which was badly damaged, was overturned by the force of the collision. The occupants of the taxicab were uninjured, but Lord Forester was badly bruised and shaken. His valet, more seriously hurt, was taken to the hospital of the Gordon Boys' Home, Chobham.

A Meritorious Act.

Washington, June 8.—Second Lieutenant F. H. Houston, of the 38th Infantry, at Vera Cruz, last night shot a drunken Mexican who was interfering with the Mexican police. When Lieut. Houston attempted to arrest him, the native cut him with a knife, whereupon the young American officer killed him. Reporting the occurrence to the war department to-day, General Funston said: "Lieutenant Houston's act is considered meritorious, and killing his assailant entirely justifiable, and no further action is considered necessary."

SILIMPON COAL BUNKERS.

can be supplied at cheap rates at SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

LOTUS MOKHA IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

H. RUTTONJEE & SON.

POST OFFICE.

The Siberia, with the American Mail, is due to arrive here on Saturday, the 25th inst.

MAILS DUE.

American, Siberia, 25th inst.

MAILS CLOSE TO-DAY.

Hohow, Pakhoi & Haiphong—Per C. DIEDERICHSEN, 17th inst., 5 p.m.

TO-MORROW.

Hongay—Per PHUYEN, 18th inst., 8 a.m.

Siberian Mail. Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per CEYLON M., 18th July, 10 a.m.

(To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 8.30 p.m. on Thursday, the 23rd July.)

Straits, Barmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes will be included in this contract mail.)—The Parcel mail will be closed on Friday the 17th July, 5 p.m.—Per ASSAYE, 18th July, 11 a.m.

Straits & India via Calcutta—Per KUTSANG, 18th July, 11 a.m.

Philippine Is.—Per LOONGSANG, 18th July, 1 p.m.

Manzanillo, Mexico, Calico, Peru, Iquique & Chile—Per MEXICO CITY, 18th inst., 3 p.m.

Saloon—Per BOURBON, 18th inst., 3 p.m.

Siberian Mail. Shanghai and North China (Europe via Siberia)—Per YINGCHOW, 18th July, 5 p.m.

(To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 8.30 p.m. on Thursday, the 23rd July.)

Swatow, Amoy, Ningpo, Shai & North China—Per HANYANG, 18th inst., 5 p.m.

Straits—Per KOERBER, 18th inst., 5 p.m.

SUNDAY, 19th July.

Swatow—Per HAIMUN, 19th July, 9 a.m.

Shanghai & North China—Per YINGCHOW, 19th inst., 9 a.m.

MONDAY, 20th July.

Japan via Yokohama—Per FOOKSANG, 20th inst., 11 a.m.

Sandakan—Per HINSANG, 20th inst., 11 a.m.

Swatow, Amoy & Fookchow—Per KAIJO MARU, 20th July, 1 p.m.

TUESDAY, 21st July.

Philippine Is.—Per TEAN, 21st July, 3 p.m.

Amoy and Fookchow—Per HAICHING, 21st July, 11 a.m.

Swatow—Per HAIYAN, 21st inst., 10 a.m.

Shanghai & N. China, Japan via Nagasaki, Vancouver, Canada, United States, S. America, via San Francisco (Europe via Siberia)—Per E. OF INDIA, 21st inst., 11 a.m.

Swatow, Amoy, Fookchow via Tamsui—Per DAIGIMARU, 21st inst., 1 p.m.

WEDNESDAY, 22nd July.

Hohow, Haiphong & Pakhoi—Per KALFONG, 22nd inst., 8 a.m.

Shanghai & N. China—Per CHOYSANG, 22nd inst., 10 a.m.

Swatow—Per HAIMUN, 22nd inst., 10 a.m.

Straits, Batavia, Cherbon, Samarang & Sourabaya—Per BANRI-M, 22nd inst., 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria & Tacoma—CANADA MARU, 22nd inst., 3 p.m.

THURSDAY, 23rd July.

Wel-hai-wel, Chefoo & Tientsin—Per RUEICHOV, 23rd July, 9 a.m.

Formosa via Keelung, Shai, North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via S. Francisco (Europe via Siberia)—Per KOREA, 23rd July, 11 a.m.

(To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 5 p.m. on Monday, the 27th July.)

Shanghai, N. China & Japan via Kobe—Per G. APCAR, 23rd July, 3 p.m.

Shanghai & N. China—Per ANHUI, 23rd inst., 5 p.m.

FRIDAY, 24th July.

Swatow, Amoy & Fookchow—Per HAIYANG, 24th inst., 10 a.m.

SATURDAY, 25th July.

Philippine Is.—Per YUENSANG, 25th July, 1 p.m.

Shanghai and North China (Europe via Siberia)—Per KANCHOW, 25th inst., 5 p.m.

TUESDAY, 28th July.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per ATLANTIQUE, 28th inst., 11 a.m.

Philippine Is.—Per ORIHUA, 28th inst., 3 p.m.

Formosa via Keelung, Shai, N. China & Japan via Mok, Victoria, B.O. & Seattle, Wash.—TAMBOUR, 28th inst., 3 p.m.

Japan via Nagasaki—Per KUMANO M., 28th July, 4 p.m.

WEDNESDAY, 29th July.

Straits & Ceylon—Per IYO MARU, 29th inst., 9 a.m.

SHIPPING NEWS.

ARRIVED.

Bengloe, Br. ss. 1,033, W. A. Guy, 16th inst.—10th inst. Gen.—G. L. & Co.

Ceylon Maru, Jap. ss. 3,142, T. Naguchi, 17th inst.—Singapore, 11th inst. Gen.—N. Y. K.

Den of Ruthven, Br. ss. 3,116, W. Stewart, 17th inst.—Shanghai, 13th inst. Gen.—J. M. & Co.

E. of India, Br. ss. 5,940, 17th inst.—Vancouver, 25th ult. Gen.—C. P. R.

Halmun, Br. ss. 641, Stewart, 17th inst.—Swatow, 16th inst. Gen.—D. L. & Co.

Inverlyde, Br. ss. 2,950, D. Mansfield, 16th inst.—New York, Gen.—J. M. & Co.

Mackinaw, Am. ss. 3,000, W. G. Krebs, 16th inst.—Saigon, 12th inst. Rice—Order.

Nelous, Br. ss. 6,684, D. Maclean, 16th inst.—Singapore, 12th inst. Gen.—B. & S.

Rajah, 2,029, C. Rosiefsky, 17th inst.—Sandakan, 17th inst. Timber & Gen.—M. & Co.

Selun, Norw. ss. 865, D. Havbrorden, 16th inst.—Bangkok, 8th inst. Rice—T. & Co.

Tean, Br. ss. 1,351, J. V. Sldford, 17th inst.—Manila, 14th inst. Gen.—B. & S.

Yingchow, Br. ss. 1,320, E. L. Jones, 17th inst.—Shanghai, 12th inst. Gen.—B. & S.

DEPARTED.

July 16.

Dilwara for Kobe via Mok

Halmun for Swatow

Kolya for Wyndham via Subotic

Glendaloch for Singapore via Amoy

Luchow for Shanghai

Devanah for Java Ports via Saigon

Hue for Haiphong via K. C. Wan

CLEARANCES AT THE HARBOUR OFFICE.

July 16.

Laertes for Saigon

July 17.

Kuikang for Newchwang via Chefoo

Bengloe for Yokohama via Nagasaki

Choyang for Shanghai via Swatow

Yingchow for Canton

Halun Maru for Saigon

Taiyo Maru for Canton

Kanuk for San Francisco

Nelous for Yokohama via Shanghai

Wongkol for Singapore via Swatow

Evakin for Bangkok

Ceylon Maru for Yokohama via Shai

C. Diederichsen for Haiphong via H'how

Fooking for Saigon

PASSENGERS ARRIVED.

Per s.s. E. of India from Vancouver etc.

Per C. Morgan, Cameron, Miss G. Dodd, L. F. Burgess, M. Sanchez, Lueroza, T. Tennant, Mr. & Mrs. J. Schult, Mr. & Mrs. Beveridge, W. Beveridge, Y. Koga, G. W. Woodhouse, W. B. Walker, E. Black, Sun Fong-ten, Ng Yuen, Chow Sui, Mr. & Mrs. L. L. Clayton, Miss E. P. Dawson, Hugh Kwai-nan, Wing Look, X. Woo, Lay Sun-jui, Ching Sai, Woo Choo-ai.

Per s.s. Tean from Manila—Capt. T. C. Austin.

SHIPS PASSED THE CANAL.

London, 10 July.

Arrival from China—Bellerophon.

The following vessels have passed the Canal:—Idomenos, Lennox, Polynesian, Agapenor, Sardinia, Tullgren, Laomedon

London, 14 July.

Arrivals from China—Atsuta Maru, Lycaon, Lothian.

The following vessels have passed the Canal:—Achilles, Bonhomond, Glentworth, Sachsen, Salsuma, Suevia, Wakasa Maru, Furst Bulow, Novara.

Oysters, Fresh, Fried or Stewed, Findon Haddock, Kippers & ALEXANDRA CAFE.

MAIL STEAMERS.

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 10000 tons
PERSIA 8000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

KOREA Sailing THURSDAY, 23rd July, at 1 p.m.

SIBERIA 2nd Aug. at 1 p.m.

CHINA WEDNESDAY, 12th Aug. at noon.

MANCHURIA TUESDAY, 18th Aug. at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large staterooms, equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—well water swimming tank, billiard tables, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is our first consideration.

For further information, rates, literature, schedules, etc., apply to King's Building (Opposite Blake Pier) R. C. MORTON, Agent.

Panama-Pacific International Exposition San Francisco 1915 Telephone No. 121

WEATHER REPORT.

On the 17th at 12.10—Pressure is still highest from the Bonins to S. Japan. The increase of pressure over Tongking has not continued. The depression has deepened and moved eastward. It is now central over the Gulf of Tongking.

A depression is approaching the Ballintang Channel from eastward. At 6 a.m. this morning the centre was in about latitude 18° S. and longitude 129° E.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.35 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

1 Hongkong and Neighbourhood. E. winds, fresh to moderate; overcast, rain, clearing later.

2 Formosa Channel. Variable winds, moderate.

3 South coast of China between H.K. and Lamook. The same as No. 2.

4 South coast of China between H.K. and Hainan. S.E. winds, fresh.

China Coast Meteorological Register. 17th July, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

W'atook 7a 29.69 66 80 1 0

Nemuro 6a 29.83 68 80 1 0

Kakodate 5a 29.83 68 80 1 0

Tokio 4a 29.83 68 80 1 0

Kobe 3a 29.83 68 80 1 0

Nagasaki 2a 29.83 68 80 1 0

Kagima 1a 29.83 68 80 1 0

Oshima 12a 29.83 68 80 1 0

Naha 11a 29.83 68 80 1 0

Ishigaki 10a 29.83 68 80 1 0

Bohai 9a 29.83 68 80 1 0

Chefoo 8a 29.83 68 80 1 0

Whaiwei 7a 29.76 76 91 5 0

Shanghai 6a 29.79 77 80 3 0

Gutzlaff 5a 29.72 76 80 4 0

Sharp P. 4a 29.75 80 80 1 0

Amoy 3a 29.74 77 91 0 0

Swatow 2a 29.68 77 91 2 0

Taihou 1a 29.70 78 92 2 0

Gap Rock 12a 29.67 76 80 5 0

Maans 11a 29.66 76 80 5 0

Wuchow 10a 29.68 77 91 2 0

Pakhoi 9a 29.68 77 91 2 0

Hohow 8a 29.68 77 91 2 0

Hailow 7a 29.68 77 91 2 0

Phullen 6a 29.68 77 91 2 0

C. S. J. 5a 29.68 77 91 2 0

Aparr 4a 29.75 74 80 1 0

Manila 3a 29.77 74 80 1 0

Legaspi 2